

THE MADOC MERCURY AND NORTH HASTINGS MINING NEWS.

No. 370.

MADOC, (HASTINGS CO., ONT.), SATURDAY, FEBRUARY 5, 1870.

PRICE TWO CENTS.

The Red River Muddle.

Mr. Cunningham, the special correspondent of the *Globe* to the Red River Territory, furnishes, under date of Pembina, Jan. 17, via St. Paul, Jan. 28th, the following account of his arrest by the insurgent leaders, and subsequent release, as well as the state of affairs generally:—

I left Pembina last Tuesday for Fort Garry, and made the journey in two days. Riel had received tidings of my approach, and sent scouts to intercept me. At ten o'clock on Wednesday night I was taken to Fort Garry, and put under arrest in the guard-room. Riel did not appear until the morning, when I showed him my credentials, which he very coolly pocketed. I then asked him to have delivered for me letters of introduction to parties in Winnipeg. These he likewise pocketed, and refused to deliver. A Council was called on my case, when the French half-breeds and Americans asked strongly that I be allowed to remain; but Riel, with his jesuitical friend O'Donohoe, was inexorable, and I was kept under arrest and guarded every step. On Thursday afternoon another Council was held, to meet Thiebaud and Dr. Salaberry. Riel made a speech, and wound up by asking to see their commissions. They, unfortunately, had none, and the Council broke up without even hearing them. Riel came, and in most abusive language ordered me to be ready to start at day-break on Friday. I tried to reason with him, and said I would show him my correspondence before posting it. This called forth more abuse, and he went out. Afterwards I asked permission to visit Winnipeg town under guard; this, at O'Donohoe's instigation, he likewise refused, but some of the Council, having heard my request, protested, and I was allowed to go under strict guard. In the morning I had difficulty in getting a conveyance, and it was noon before I could get one. At noon Riel came in, and cursed and swore tempestuously, and vowed, if I was not off in ten minutes, he would put me in gaol and keep me there. I offered to go to gaol. I gathered my baggage, and was going out of the guard room, when he called me back and said:—"I know where you mean to camp to-night, but G—d d—n your soul if I don't make it too hot for you if you go there." I drove off, guarded by two soldiers armed to the teeth. About dusk we left the guard and alighted at a house friendly to Canada. While there, messengers from the half-breeds opposed to Riel, offered to protect me while I remained. In company with some of these I again started off and arrived at a house where 20 men were assembled. The guard had not disappeared, and having heard of Riel's threat, the whole party in the house prepared to fight if any attack was made; none appeared, however. In the morning I set off, intending to secrete myself in a friendly house. We reached there on Saturday night, but soon the guard came upon me, and I was once more a prisoner. On Sunday morning, through one of the most fearful snowstorms that has ever happened for years, I was forced to ride 30 miles to the boundary line at Pembina, when the guard went into the Fort, and I rode into the village.

Things are evidently reaching a crisis at Red River. There are four parties in the country. Riel with O'Donohoe, and the priests, the French Half-Breeds, the Scotch and English Half-breeds, and the Americans. Riel and O'Donohoe rule with an iron hand, and are becoming extremely unpopular with all parties, while Riel's vanity makes him contemptible. He is a vain-glorious creature, and sold his poor Napoleon, a suit of clothes, when he became President.

At Fort Garry the Scotch and English are loyal to a man, while it may be safely stated that nineteen-twentieths of the French half-breeds would vote against Annexation. Many of the principal insurgents have left Riel in disgust, and though some have returned it has been by priestly pressure. Only fifty men are in Fort Garry. The American and a kind of Fenian flag are hoisted; but some insurgents vowed they would be torn down on Saturday night. A great meeting is to be held on Wednesday to endeavour to consolidate all parties into one before ap-

proaching the Canadian or British Governments, making their Bill of Rights the basis of action. Riel is opposed to the movement. According to the opinion of all parties, if Commissioners with full powers to treat on liberal terms had been sent by the Canadian Government, the difficulty would have been settled at the last Council. American troops will be placed on the border in spring, anticipatory of an Indian rising. If this rising happens, the game is up, as the people of Minnesota and Dakota would swamp the whole Territory. Information was sent by the American Government to arrest McDougall at St. Paul, on a charge of breach of the neutrality laws, but too late.

The whole of the prisoners at Fort Garry are expected to be released within a fortnight. From all I have seen I am convinced the application of a little common sense will probably settle the whole matter.

Mr. J. Ross Robertson, of the *Telegraph*, was also arrested immediately on his arrival at Fort Garry, and sent back across the boundary line.

Kingston and Madoc Railway.

Four of the Provisional Directors of the Kingston and Madoc Railway with a few friends, and Mr. Nash, surveyor, left Kingston on Wednesday morning for a trip over the proposed Northern and Central routes. They went out by way of Sydenham to Knolton Lake and Verona, thence across the country to Moscow, Enterprise and Tamworth, where they remained all night. They returned to Kingston yesterday evening by way of Centreville, Clarks Mills, Yarker, Colebrooke, Petworth and Harrowsmith. The party were much pleased with their trip, and with the conversation they had with leading men whom they met along the route. Generally, the proposed Northern route would pass through a rich agricultural country, and at the more important points, such as Harrowsmith, Petworth, Enterprise and Tamworth, the party were assured that the manufacture of lumber was only limited by the facilities for exporting it. That twenty times as much would be sawed by the mills even now erected if they could get it to market. At Tamworth and Enterprise a large quantity of agricultural produce would be intercepted on its way to Napanee were any railroad facilities provided to bring it to Kingston. Great engineering difficulties must be encountered on the surveyed route from Sydenham to Verona, and unless some extensive mineral deposits are developed in that neighbourhood, sufficient freight could not be obtained to justify the expenditure of the money required to take it there. The party were not strongly impressed with the idea that any very considerable quantity of cordwood could be obtained as paying freight anywhere along the proposed Northern or Central routes.—*Kingston News*, Jan. 28th.

Mr. Wood was in Kingston to-day on his way to Loughborough and Portland. The township of Sheffield has prepared its by-law, so also has Camden and the village of Newburgh; but at the township meeting at Newburgh on Saturday, the Council of Ernestown declined to vote the by-law. As Ernestown is an important link in the southern route, this want of favourable action virtually settles the question in favour of the northern townships.—*Ib.*, 31st.

A CHEAP STYLE OF CRUSHING MILL.—A subscriber hands us the following description of an economically constructed mill, for publication:—

"As you require a mill of small capacity, merely, as I understand it, to prospect your rock, I would suggest, as the most inexpensive and efficient way, that you put up one or two heavy stamps, say 600 or 800 lbs each. You can either run them by hand on the end of a long spring-pole, or, if a creek is near, by an undershot wheel, or by horse-power. The wheel is the best, and will work about two tons in 24 hours. The stamp may be made of six-inch square oak or pine timber, say 12 feet long, with a long hole morticed in them for the cam to work in. Stand them in a frame, so that they will be close to

wooden shaft, the other end of which is wheel arms set in, with buckets on them. No need of a rim to the wheel; the arms can be braced sufficient, in the shaft, where the stamp stems are. Take some heavy flat iron (the tire of an old cart wheel will answer) set in two pieces opposite each other; bend them slightly for cams, to raise the stamps when the shaft revolves; put on say about 18 inches of cast iron, chilled, same size as the wood on the lower end of the stems, for shoes. Then have a flat piece of cast iron for the bed, about four inches thick, for the stamps to strike on. Frame around this for screen; leave feed hole. Such a rig is very efficient and durable. Unless you have plenty of water, the wheel should be about fourteen feet in diameter. Use copper-plates for amalgamating, if the rock does not contain too many sulphures."

ADVERTISEMENTS.

C. G. WILSON,
CHEMIST AND DRUGGIST.
DURHAM STREET, MADOC.

MR. GREAM,
NOTARY PUBLIC,
Solicitor and Attorney of the Chancery and Law Courts
of England.)
Conveyancer, Coroner, &c.

JOHN DALE,
MARRIAGE LICENSE AGENT,
MADOC.

J. R. KETCHESON,
Registrar of Births, Deaths, & Marriages
and Township Clerk,
WILL be at the TOWN-HALL, MADOC, every SATURDAY,
to attend to the business of the Township.

Forneri & Kennedy,
CIVIL AND MINING ENGINEERS, PROVINCIAL LAND
SURVEYORS, and LAND AGENTS.
OFFICE, Next Door to the Husman House, MADOC.
Lands Carefully Examined and Reported on.
Money to Loan.

C. FORNERI, C.E. & P.L.S. L. KENNEDY, C.E. & P.L.S.
All Orders by Mail receive Immediate Attention.

G. M. BROOKS, Madoc.
A GENT for BENNETT & BAIN'S Celebrated
ALE, BEER and PORTER.
The Trade supplied on Liberal Terms.

E. FRANKLIN,
Licensed Auctioneer, for Hastings Co.,
MADOC.

MONEY advanced on Consignments.
Sales in any part of the County attended on
moderate terms.

WILLIAM MOORE,
Boot and Shoemaker,
DIVISION STREET, MADOC.
Repairs neatly and cheaply executed.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition
of the DAILY NEWS, Kingston), is published
every Friday at Two Dollars per annum. Sent six
months for One Dollar. DAILY NEWS, Five Dollars
per annum.—Address the Publisher, Kingston.

FOR SCHOOL BOOKS, STATIONERY,
AND CHILDREN'S BOOKS.
At Publishers' Prices, Call at

WILSON'S DRUG STORE,
DURHAM STREET, MADOC.



THE MADOC MERCURY
AND
NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, FEBRUARY 5, 1870.

The Railway.

The *Intelligencer*, of Saturday last, expresses the opinion that the people of Kingston seem to be losing a portion of their ardor in connection with the railway scheme, and in support of this opinion not unreasonably quotes the following from the *Kingston Whig*—

"A very stiff opposition is being got up in Kingston against the Kingston and Madoc Railway, engendered by several causes. In the first place the continued discussion in the city papers respecting the route, at a time when only one route, the Northern, will be voted for by the people, creates dissatisfaction and distrust, lest the interests of Kingston should be sold to the people of Newburgh and elsewhere. Again, the published By-Law of the Township of Madoc stipulates that none of the \$10,000 bonus shall be expended, until after \$100,000 shall have been expended along the whole line. Another, and the best reason is, there is too much secrecy and hole-in-the-corner work about the affair, as exemplified in the letter, signed 'Old Hickory,' of yesterday's issue."

For the benefit of croakers in general, and of those who chuckle and say that the whole affair is going to end in a "fizzle," we will add that "Old Hickory" heads the communication above referred to with this awful warning—"Kingstonians beware of a fresh mortgage on your city for \$100,000!"—and after demanding that the projectors of the road, and those who will have the spending of the cash, shall "first give a practical assurance of their faith in their enterprise by taking of stock themselves, and by furnishing of a certain portion of the cash to build the road from private sources"—he winds up by sneering at the Directors' trip to inspect the rival routes as follows:—

"As to the question of route, that, of course, will be decided by the Directors who have left town on a trip combining pleasure and business, chiefly, however, for the purpose of examining the ground and line of route the Railway is proposed to take, and to see how the country looks with two feet of snow on the ground. It is to be hoped that when they stop to 'water their horses,' that they will take a careful survey of the surroundings, and not be in too great a hurry to look after the creature comforts. On their return we shall hear all about the state of the country at Hardwood Creek, and along those ridges of rocks and mountains that traverse the space between Sheffield and Stoco Lake, where it is said that even in summer time a 'clocking snipe' could not subsist. In the meantime it is devoutly to be wished that the citizens of Kingston will keep a close hand on their purse until they derive thorough information from disinterested sources."

With a "stiff opposition from the people of Kingston,"—the route by way of Verona pronounced impracticable, by reason of great engineering difficulties,—and the Council of Ernestown declining to submit a bylaw to grant a bonus—what further hope can there be for the construction of the road!

Just this—that in the first place "the people of Kingston" cannot fail to perceive that Belleville is now so fully aware of the value of the trade of this section of country, which it is now in danger of losing through its own folly in not promoting the construction of a railroad before this time—that it is trying to frighten us like a pack of silly children, by threatening to build a railroad

to Peterborough, which shall aggravate us by coming just near enough to leave us out in the cold, and cut off the extension of the K. & M. R.R. to the West. Is Kingston going to let the prize slip from its grasp, just to please a few grumbler, who can't have everything their own way?

In the next, that the discussion as to the so-called rival routes has been entirely confined to the newspapers and their anonymous correspondents: and arose entirely in the first instance, from an attempt to bring about an amalgamation of the Kingston and Madoc scheme with the Frontenac road: a design which after all the dust that has been kicked up about the "Northern" and "Southern routes," has, we believe, been given up by its originators as a hopeless task.

And lastly, that there has been no dissension among the Provisional Directors, the majority of whom, we believe, are not committed to any particular route, and who, we hope, with the power conferred by their charter of building branch lines, will have less difficulty in effecting a compromise between conflicting interests than the promoters of the Toronto narrow-gauge lines have already had to contend against: and yet we do not hear that these lines are in any danger of being abandoned in consequence of these preliminary difficulties.

As to the real opinions of the people of Kingston about the railway—and the proper route—we shall be able to judge when the question comes to be discussed in the City Council.

Mr Wood returned on Thursday from his tour through the different Townships on the lines of the proposed railway. He reports that the people are fully alive to the importance of the scheme. Camden will vote on a Bylaw for bonus to the amount of \$10,000; Newburgh, \$5,000; Loughborough, \$10,000; Portland, \$10,000; Northeast Camden (a section), \$5,000. Kingston last night was to introduce a Bylaw to the City Council for \$50,000 bonus.

Ernestown Council has declined to submit a Bylaw for the whole township, but, if there is any reasonable chance, will pass a bylaw for the Northeast part for \$10,000. Mr Booth, the late Warden, who resides at Odessa, has offered a private bonus of \$1,000.

Mr Wood states that the different lines are now reduced to two—the Central and the Southern. The Central runs from Kingston by way of Sydenham, Harrowsmith, Petworth, and Enterprise to Tamworth; the Southern, from Kingston to Yarker, Newburgh, Centreville and Tamworth. His opinion is that both routes are good, and that either can be endorsed by the people of this section; and that with the strong feeling among the people in favour of a Railroad, it only requires united action to secure success. All along the line he has met with proffers of private stock, and the municipalities are fully aware that they should take stock as well as give bonuses. Newburgh will take \$5,000 stock, and double the sum in private stock. Camden, which proposed a bonus of \$10,000, will, he believes, take \$20,000 or \$30,000 in stock, if the road goes by way of Centreville. Private parties in Harrowsmith and Enterprise assure him that large amounts of private stock will be taken if the road goes through that section. Altogether, the prospects are most promising.

Mr Wood, as per request, has agreed to hold a public Railway meeting at Centreville, on Tuesday, the 15th instant. It is expected there will be a large number present, and he would be pleased to see as many of the Kingston people as possible there.

Shall We have a Woollen Factory?

From inquiries we have been making as to the probable quantity of wool raised in this neighbourhood, we are inclined to think that it is amply sufficient to afford constant and remunerative employment for a small Woollen Factory. The estimates vary from thirty thousand (30,000) to fifty thousand (50,000) pounds. Taking it at the first-named amount—and then see what sum of money is annually taken out of the place in converting it into cloth, which might just as well—with a little enterprise—be retained here. The greater part of this wool is certainly carded in the village or its vicinity, and a portion of it is also fullled: but excepting that which is spun and woven at home by farmers' wives—it is all sent away to be fullled, woven, dressed and dyed at a distance—operations which might just as well be performed in the village. Here, then, is a fair opening for a small capitalist to establish a factory, with a reasonable prospect for a handsome return on the investment; or for the establishment of a joint-stock concern which would be sure of yielding a far better rate of interest than can be otherwise obtained in this neighbourhood.

Surprise Party.

A numerous party from the congregation of the Church of Saint John the Baptist, Madoc, and of other friends of the Incumbent, the Rev. C. H. Mockridge, M. A., assembled on Tuesday afternoon, the 1st instant, for the purpose of giving him a "surprise," on the occasion of his taking possession of his residence, and commencing housekeeping.

The visitors began arriving at an early hour in the afternoon, bringing with them a goodly supply of provisions, consisting of meat, poultry, flour, butter, eggs, groceries and vegetables; while several ladies took upon themselves the duty of making ready the tea for the company, for which a liberal supply of cakes, pies, &c., had been brought for that purpose.

In the course of the afternoon the following written address was presented to Mr. Mockridge:

"MADOC, Feb. 1st, 1870.

"REV. AND DEAR SIR,
"We, the Churchwardens of the Parish of Madoc, on behalf of ourselves and your Parishioners and others whose names are subscribed to the accompanying list, beg to present you with a Cooking and Box Stove, with the pipes, &c., on your commencing housekeeping, as a mark of our love and esteem; with fervent prayers that GOD will spare you to minister amongst us for many years.

"We are, Rev. and dear Sir,

"Truly yours,

"A. ROSS.

"CHARLES GREEN."

To this was appended the names of upwards of sixty persons, with the amounts of their respective subscriptions attached.

In addition to the stoves, sundry other useful household effects were presented as tokens of goodwill to the reverend gentleman.

Upwards of 40 visitors sat down to tea, and subsequent arrivals suffice to fill up all the available space in the parsonage. After the tables were cleared, the company were entertained with music and song by several ladies and gentlemen; while some of the gentlemen adjourned for a short time to the Schoolhouse, where, it had been announced, that Mr. Mockridge would deliver an Address before the Mutual Improvement Society, on that evening; but which he was obliged to defer, in consequence of hoarseness arising from a severe cold.—On returning home, Mr. Mockridge, in a few but well chosen words, expressed his grateful thanks for the kindness he had always met with in Madoc, and particularly on that occasion; and then reminding his hearers to whom all thanks were due he called upon them to join in prayer before the friends from a distance, some of whom were anxious to get home, were obliged to leave.—After prayers, some accordingly soon took their departure; but quite a number remained, engaging in general conversation, or enjoying the music with which the remainder of the evening of this very successful "surprise party," was agreeably filled up.

KINGSTON AND MADOC RAILWAY.

THE BONUS BY-LAWS.
HUNTERFORD.

BY-LAW NO. —

A BY-LAW TO AID AND ASSIST THE KINGSTON & MADOC RAILWAY COMPANY BY GIVING \$10,000 to the Company by way of Bonus, and to authorize the levying of a Special Rate for the payment of the Debentures and Interest.

WHEREAS the MUNICIPAL COUNCIL of the TOWNSHIP OF HUNTERFORD, in the County of Hastings, Province of Ontario, are desirous of aiding the KINGSTON AND MADOC RAILWAY COMPANY by way of Bonus in accordance with the provisions of "An Act to incorporate the Kingston and Madoc Railway Company," passed in the third session of the Legislature of the Province of Ontario, and in the thirty-third year of Her Majesty's reign, to the extent of TEN THOUSAND DOLLARS, upon the terms and subject to the conditions hereinafter mentioned:

And whereas, to carry the last recited object into effect, it is necessary for the said Municipality to raise the said sum of Ten Thousand Dollars in the manner hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinafter mentioned, or any part thereof, according to the last revised Assessment Roll of the said municipality, being for the year One Thousand Eight Hundred and Sixty-nine, was Two Hundred and Ninety one Thousand, Three Hundred and Sixty Dollars (\$291,360):

And whereas it will require the sum of Eleven Hundred Dollars to be raised annually by special rate for paying the said debt of ten thousand dollars and interest on debentures to be issued as hereinafter provided:

And whereas the amount of the existing debt of the said municipality is the sum of Nothing for principal and the sum of Nothing for interest:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the debt of ten thousand dollars as hereinafter mentioned, it will require an equal annual special rate of four mills in the dollar in addition to all other rates to be levied in each year:

And whereas by the seventy-seventh section of the "Railway Act," chap. sixty-sixth of the Consol dated Statutes of the late Province of Canada, it is provided that no municipal Corporation shall subscribe for stock or incur any debt or liability under the said Railway Act or the special Act unless and until a By-Law to that effect has been duly made and adopted with the consent first had of a majority of the qualified Electors of the municipality in the manner determined by the By-Law, after public advertisement thereof, containing a copy of the proposed By-Law, inserted at least four times in each newspaper printed within the limits of the municipality, or if none be printed therein, then in some one or more newspapers printed in the nearest city or town thereto, and circulated therein, and also put up in at least four of the most public places in the municipality:

BE IT THEREFORE ENACTED by the Municipal Council of the Township of Hunterford, in the County of Hastings, that it shall and may be lawful for the said municipality, for the purposes aforesaid, to aid and assist the Kingston and Madoc Railway by giving thereto the sum of Ten Thousand Dollars by way of Bonus:

That it shall be lawful for the purpose aforesaid, for the Reeve of said municipality, and he is hereby required to issue Debentures to the extent of ten thousand Dollars, in sums of not less than Twenty Dollars each, and that said Debentures shall be sealed with the seal of the said municipality, and signed by the Reeve and countersigned by the Treasurer of the said municipality:

That the said debentures shall be made payable in twenty years from the date hereinafter mentioned for the By-Law to take effect, at the office of the

Merchants' Bank of Canada, Belleville, and shall have attached to them coupons for the payment of interest at the rate and in the manner hereinafter mentioned:

That the said debentures shall bear interest at and after the rate of Six per cent. per annum from the date thereof, which interest shall be payable yearly on the first day of March in each and every year at the office of the Merchants' Bank of Canada, Belleville:

That for the purpose of forming a Sinking Fund for the purpose of payment of said debentures and the interest thereon, at the rate aforesaid, an equal special rate of four mills in the dollar shall, in addition to all other rates, be raised, levied, and collected in each year, upon all the rateable property in the said municipality, during the said year, One Thousand Eight Hundred and Sixty-nine, was Ninety-six Thousand Seven Hundred and Sixty-three Dollars (\$96,703):

And whereas it will require the sum of Five Hundred and Fifty Dollars to be raised annually by special rate for paying the said debt of five thousand dollars and interest on debentures to be issued as hereinafter provided:

That the debentures to be signed and issued as aforesaid shall be delivered by the Reeve of the said municipality to Trustees to be appointed in accordance with the Act incorporating the said "Kingston and Madoc Railway":

That this By-Law shall take effect on, from and after the first day of June in the year of our Lord One Thousand Eight Hundred and Seventy:

PROVIDED ALWAYS, and it is hereby declared, and this By-Law is passed subject to the following

CONDITIONS and STIPULATIONS:

That before the said Reeve shall deliver the said debentures or any of them, the Directors of the said Railway Company shall, for and on behalf of the said Company, furnish and deliver to him an agreement under the seal of the Company, to run the said line of railway within one half mile of the Village of Tweed, and erect a Station for the accommodation of said Village of Tweed:

And it is further enacted by the Municipal Council aforesaid, that the Votes of the Electors of the said municipality will be taken on the said proposed By-Law at the following places:

At the Electoral Division, No. 1, in the Thomasburgh School House, —Forbes Sherry, Returning Officer;

Electoral Division, No. 2, in the Town-Hall, —George W. Howell, Returning Officer;

In Electoral Division, No. 3, in Downing's Hall, in the Village of Tweed, —John Bowell, Returning Officer;

In Electoral Division, No. 4, in Byrn's School House, —Daniel Byrn, Returning Officer;

In Electoral Division, No. 5, in Bogart's School House, —George Clare, Returning Officer.

TAKE NOTICE

That the above is a true copy of the proposed By-Law which will be taken into consideration by the Council of this Municipality after one month from the first publication in the Madoc Mercury Newspaper, the date of which first publication was on Saturday, the 6th day of February, A.D. 1870, and that the votes of the Electors of the said Municipality will be taken in the various Electoral Divisions as mentioned in the above By-Law, on MONDAY the Seventh day of MARCH, 1870, commencing at Nine o'clock in the forenoon, and closing at Five o'clock in the afternoon of the same day.

GEORGE W. HOWELL.
Township Clerk.

(Weekly Intelligencer to insert for two weeks.)

ELZEVIR.

BY-LAW NO. —

A BY-LAW TO AID AND ASSIST THE KINGSTON & MADOC RAILWAY COMPANY BY GIVING \$5,000 to the Company by way of Bonus, and to authorize the levying of a Special Rate for the payment of the Debentures and Interest.

WHEREAS the MUNICIPAL COUNCIL of the TOWNSHIP OF ELZEVIR, in the County of Hastings, Province of Ontario, are desirous of aiding the KINGSTON AND MADOC RAILWAY COMPANY by way of Bonus in accordance with the provisions of "An Act to incorporate the Kingston and Madoc Railway Company," passed in the third session of the Legislature of the Province of Ontario, and in the thirty-third year of Her Majesty's reign, and in the extent of FIVE THOUSAND DOLLARS,

upon the terms and subject to the conditions hereinafter mentioned:

And whereas, to carry the last recited object in effect, it is necessary for the said Municipality to raise the said sum of Five Thousand Dollars in a manner hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinafter mentioned, any part thereof, according to the last revised Assessment Roll of the said municipality, being for the year One Thousand Eight Hundred and Sixty-nine, was Ninety-six Thousand Seven Hundred and Sixty-three Dollars (\$96,703):

And whereas it will require the sum of Five Hundred and Fifty Dollars to be raised annually by special rate for paying the said debt of five thousand dollars and interest on debentures to be issued as hereinafter provided:

That the amount of the existing debt of the said municipality is the sum of Nothing for principal and the sum of Nothing for interest:

And whereas, for paying the interest and creating an annual equal sinking fund for paying the debt of five thousand dollars, as hereinafter mentioned, it will require an equal annual special rate of five and three-fourths mills in the dollar in addition to all other rates to be levied in each year:

And whereas by the seventy-seventh section of the "Railway Act," chap. sixty-sixth of the Consolidated Statutes of the late Province of Canada, it is provided that no municipal Corporation shall subscribe for stock or incur any debt or liability under the said Railway Act or the special Act unless and until a By-Law to that effect has been duly made and adopted, with the consent first had of a majority of the qualified Electors of the municipality in the manner determined by the By-Law, after public advertisement thereof, containing a copy of the proposed By-Law, inserted at least four times in each newspaper printed within the limits of the municipality, or if none be printed therein, then in some one or more newspapers printed in the nearest city or town thereto, and circulated therein, and also put up in at least four of the most public places in the municipality:

BE IT THEREFORE ENACTED by the Municipal Council of the Township of Elzevir, in the County of Hastings, that it shall and may be lawful for the said municipality, for the purposes aforesaid, to aid and assist the Kingston and Madoc Railway, by giving thereto the sum of Five Thousand Dollars by way of Bonus:

That it shall be lawful for the purpose aforesaid, for the Reeve of said municipality, and he is hereby required to issue Debentures to the extent of five thousand dollars, in sums of not less than Twenty Dollars each, and that said Debentures shall be sealed with the seal of the said municipality, and signed by the Reeve and countersigned by the Treasurer of the said municipality:

That the said debentures shall be made payable in twenty years from the date hereinafter mentioned by the By-Law to take effect at the office of the Merchants' Bank of Canada, Belleville, and shall have attached to them coupons for the payment of interest at the rate of and in the manner hereinafter mentioned:

That the said debentures shall bear interest at and after the rate of Six per cent. per annum from the date thereof, which interest shall be payable yearly on the first day of March in each and every year at the office of the Merchants' Bank of Canada, Belleville:

That for the purpose of forming a Sinking Fund for the purpose of payment of said debentures and the interest thereon, at the rate aforesaid, an equal special rate of five and three-fourths mills in the dollar shall, in addition to all other rates, be raised, levied, and collected in each year, upon all the rateable property in the said municipality, during the said year, One Thousand Eight Hundred and Sixty-nine, was Ninety-six Thousand Seven Hundred and Sixty-three Dollars (\$96,703):

And whereas it will require the sum of Five Hundred and Fifty Dollars to be raised annually by special rate for paying the said debt of five thousand dollars and interest on debentures to be issued as hereinafter provided:

That the debentures to be signed and issued as aforesaid shall be delivered by the Reeve of the said municipality to Trustees to be appointed in accordance with the Act incorporating the said "Kingston and Madoc Railway":

That this By-Law shall take effect on, from and after the first day of June in the year of our Lord One Thousand Eight Hundred and Seventy:

PROVIDED ALWAYS, and it is hereby declared, and this By-Law is passed subject to the following

CONDITIONS and STIPULATIONS:

First. That before the said Reeve shall deliver the

and debentures or any of them, the Directors of the Statute of the late Province of Canada, it is provided that no municipal Corporation shall subscribe for stock or incur any debt or liability under the said Railway Act or the special Act unless and until a By-Law to that effect has been duly made and adopted with the consent first had of a majority of the qualified Electors of the municipality in the manner determined by the By-Law, after public advertisement thereof, containing a copy of the proposed By-Law, inserted at least four times in each newspaper printed within the limits of the municipality, or if none be printed therein, then in some one or more newspapers printed in the nearest city or town thereto, and circulated therein, and also put up in at least four of the most public places in the municipality.

Second Provided, further, that the proceeds of said debentures shall not be used until work to the value of One Hundred Thousand Dollars has been performed on the entire line of railway.

Third. Provided, further, that there shall be an agreement entered into by said Railway Company before the proceeds of said debentures are used that there shall be a Station in the Township of Elzevir at or in the vicinity of the Village of Bridge-water:

And it is further enacted by the Municipal Council aforesaid, that the Votes of the Electors of the said municipality will be taken on the said proposed By-Law, at the Town-Hall, Elzevir, on the SEVENTH Day of MARCH, 1870, commencing at the hour of Ten o'clock in the morning, and closing at Five o'clock in the afternoon of the same day, and that CHARLES R. FLINT, Township Clerk, will be the Returning Officer for taking the said votes.

TAKE NOTICE

THAT the above is a true copy of a proposed By-Law which will be taken into consideration by the Council of this Municipality after one month from the first publication in the MADOC MERCURY Newspaper, the date of which first publication was on Saturday, the 22nd day of January, 1870, and that the votes of the Electors will be taken thereon in the Town-Hall, Elzevir, Charles R. Flint, Township Clerk, Returning Officer, on MONDAY, the 7th day of March, 1870.

C. R. FLINT,
Clerk.

MADOC.

BY-LAW NO. —

A BY-LAW TO AID AND ASSIST THE KINGSTON & MADOC RAILWAY COMPANY BY GIVING \$10,000 to the Company by way of Bonus, and to authorize the levying of a Special Rate for the payment of the Debentures and Interest.

WHEREAS the MUNICIPAL COUNCIL of the TOWNSHIP of MADOC, in the County of Hastings, Province of Ontario, are desirous of aiding the KINGSTON AND MADOC RAILWAY COMPANY by way of Bonus in accordance with the provisions of "An Act to incorporate the Kingston and Madoc Railway Company," passed in the third session of the Legislature of the Province of Ontario, and in the thirty-third year of Her Majesty's reign, to the extent of TEN THOUSAND DOLLARS, upon the terms and subject to the conditions hereinafter mentioned:

And whereas, to carry the last recited object into effect, it is necessary for the said Municipality to raise the said sum of Ten Thousand Dollars in the manner hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinafter mentioned, or any part thereof, according to the last revised Assessment Roll of the said municipality, being for the year One Thousand Eight Hundred and Sixty-nine, was Two Hundred and Fifty-three Thousand, Eight Hundred and Twenty-four Dollars (\$253,824):

And whereas it will require the sum of Eleven Hundred Dollars to be raised annually by special rate for paying the said debt of ten thousand dollars and interest on debentures to be issued as hereinafter provided:

And whereas the amount of the existing debt of the said municipality is the sum of Nothing for principal and the sum of Nothing for interest:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the debt of ten thousand dollars as hereinafter mentioned, it will require an equal annual special rate of four and a half mills in the dollar in addition to all other rates to be levied in each year:

And whereas by the seventy-seventh section of the Railway Act, Chap. sixty-sixth of the Consolidated

Village of Madoc, John R. Ketcheson, Returning Officer, on the Seventh day of March, A.D. 1870, commencing at Nine o'clock in the forenoon, and closing at Five o'clock in the afternoon of the same day.

JOHN R. KETCHESON,
Township Clerk.

Improved Farm FOR SALE.

THE Subscriber offers for Sale Lot No. 5 in the TENTH CONCESSION, MADOC, County Hastings.

The farm contains about 210 acres, of which 70 acres are cleared and free from stumps. It is

WELL WATERED!

and has sufficient cedar upon it to fence the whole farm well. It has the name of being one of the best for farming purposes in the neighbourhood, although at present out of repair.

It is distant from Madoc Village on the east 3 miles, or the west from Bridgewater Village 4 miles. Intending purchasers of

IMPROVED FARMS!

would do well to see this place before purchasing elsewhere.

If required, the farm would be divided into North and South halves, and sold in that manner.

TERMS OF PAYMENT made easy!
For further information inquire of A. B. ROSS & Bro, Madoc Village.

W.M. DARLING.

Montreal, Dec. 16, 1869.

The Best in the World!

THE SCIENTIFIC AMERICAN.

\$1,500 Cash. For 1870. \$1,500 Cash.
A Valuable Premium for All.

This splendidly illustrated weekly journal of POPULAR SCIENCE, MECHANICS, INVENTION, ENGINEERING, CHEMISTRY, ARCHITECTURE, AGRICULTURE and the kindred arts, enters its TWENTY-FIFTH YEAR on the first of January next, having a circulation far exceeding that of any similar journal now published.

THE EDITORIAL DEPARTMENT of the Scientific American is very ably conducted, and one of the most popular written in this country and Europe are contributors. Every number has also a page embellished with fine Engravings of Machinery, New Inventions, Tools for the Workshop, Farm and Household, Engineering Works, Dwelling Houses, Public Building.

A journal of so much intrinsic value, at the low price of 25 cents a year, ought to have, in this thriving country, A MILLION READERS.

Whoever reads the Scientific American is entertained and instructed, without being bothered with hard words or dry details.

TO INVENTORS AND MECHANICS

This journal is of special value, as it contains a weekly report of all Patents issued at Washington, with copies of the titles of the leading AMERICAN AND FOREIGN INVENTIONS. The Publishers of the Scientific American are the most extensive Proprietors of Patents in the world, and have unequalled facilities for gathering a complete knowledge of the progress of Invention and Discovery throughout the world; and with a view to mark the quarter of a century, during which this journal has held the first place in Scientific and Mechanical literature, the Publishers will issue on January 1st the large and splendid Steel Engraving by John Sartain of Philadelphia, entitled:

"Men of Progress—American Inventors," the plate costing nearly \$4,000 to engrave, and containing nine hundred and fifty illustrious American Inventors.

Single pictures, printed on heavy paper, will be sold at \$10, but to any one subscribing for the Scientific American the per year will be sent for one year, together with a copy of the engraving, on receipt of \$10. The picture is also offered as a premium for clubs of subscribers.

TO INVENTORS AND MECHANICS.—\$1,500 CASH PRIZES.

In addition to the above premiums, the Publishers will pay \$1,500 in CASH PRIZES for 110 of subscribers next to the year, February 10, 1870. Persons who want to compete for these prizes, should send at once for prospectus and blanks for entries.

TERMS of Scientific American, one year, \$20.00; six months, \$10.50; four months, \$10.00. To clubs of 10 and upwards, terms \$7.50 per annum. Specimen copies sent free. A. MUNN & CO., Publishers.

27 Park Row, New York.
How to get Patents.—A pamphlet of Patent Laws and instructions to inventors sent free.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of the Town-Hall, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with favourable terms, both as regards price and terms of payment. Title indisputable. Apply to

CHARLES KIRK, on the premises.

TAKE NOTICE

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MADOC MUTUAL IMPROVEMENT ASSOCIATION is meeting very favourably in one respect—the number of members, which, within the last few days, with the exertions of Mr. Dafoe, has been increased upwards of fifty. At a meeting held on the 1st, the following officers were elected:—
 PRESIDENT—Rev. C. H. Mockridge, M.A.
 PRESIDENTS—C. Green and A. F. Wood.
 SECRETARY—F. E. Seymour.
 TREASURER—J. W. Dafoe.
 DIRECTOR—G. D. Rawe, Dr. Loomis, E. Mounsey Smallfield.
 The expected address from Mr. Mockridge was owing to his suffering from hoarseness.

The Red River Muddle.

It will be seen by the following telegram, the Red trouble has come, for the present, at least, to an end, the insurgent leader being no more in managing the affairs of the Territory than the authorities have proved themselves to be:—
 York, Feb. 2.—A special despatch from St.

Winnipeg news has been received from Fort Garry, 20th via Pembina, that Riel had been ousted in his brief and absolute dictatorship in the Red Settlement, and the old Hudson Bay Company's men had been reinstated under the title of the command and council of Assinabine, with Governorish at its head. For some time dissatisfaction existed among the half-breeds on account of Riel's ency or inactivity, and during his temporary absence from Fort Garry the old regime was reinstated. A guard met Riel on his way back, and after a resistance he was captured and taken to Fort

It is deplored that Riel will be ridiculed as he deserved; matters—serious enough as they were for the Canadians who were imprisoned and driven out of the country—having taken this unexpected turn, wisdom of the Dominion Government in waiting something to turn up, and in sending Commissioners without proper commissions, will be lauded to the skies, by their organs; who will now be able to lay all the blame on McDougall's alleged personal popularity, the influence of the Roman Catholic priests, or the intrigues of the Hudson's Bay Company's officials, as may suit their tastes. It will be curious, however, to see how they will get over the Telegraph's special correspondent's confirmation of Globe's charge against Mr. Howe, or how they will defend such conduct as the following on the part of Cabinet Minister:—

Mr. Joseph Howe, the zealous Nova Scotian, made good use of his visit to the Nor'West last summer. While here he talked most foolishly, incited the people to rebel, and acted in a manner that will become him as a Minister of the Crown. Friends of Canada tell me this story at every corner, and Governor McDougall was not far away when he admitted that the Nova Scotia demagogue had been one of the instigators of the present misery. Many here had an idea that Howe paid them a visit in expectation of getting a better berth than that which he holds at Ottawa. An English half-breed, one who organized a force to support McDougall, told me that Howe, during his short stay, did more to sow the seed of dissension than perhaps any man who came from Canada. They have an idea that "gold will catch him;" and as Parliament will meet shortly no doubt the Nova Scotian orator will find that Governor McDougall is better posted on his movements than he is possibly aware of."

OTTAWA, Feb. 2.—It is confidently stated that the Imperial Government have assumed the responsibility and cost of the military expenditure to be incurred in suppressing the rebellion at Red River. About 4,000 regular troops are to be despatched via Fort William, on the opening of navigation, and as many more as are required to quell the insurrection.

REPORTED DEATH OF DR. LIVINGSTON.—A telegram, by Atlantic cable, dated London, Feb. 2, says:—A letter has been received here from Capt. Cochrane, of the Royal Navy, commanding the Petrel, stationed on the African coast. He reports that Dr. David Livingstone had been burned as a wizard by a chief of the interior.

"THE GAVEL."—This is a newly commenced Masonic Journal, published monthly by Bro. Robert Ramsay, of Orillia, Ont., at \$1.50 per annum. It contains 32 pages, about one-half of which are devoted to general literature and the remainder to matters purely Masonic.—It may interest such of our readers as are Masons to learn that the editor favours the cause of the Quebec Brethren, who are suspended by the Grand Master of Canada, for "secession and rebellion." As the Madoc Lodge is understood to be in a very flourishing condition, we commend the "Gavel" to the notice of its numerous members.

WE call attention to the advertisement of Mr. Foster's new pamphlet on Wooden Railways. We have received a copy, and after perusing it can commend it to the consideration of those who are advocates of a cheap—and only a cheap—Railway.

THE NEW DOMINION MONTHLY for February, contains as usual a large amount of useful and instructive matter. It is embellished with portraits of the Queen and Sir W. Logan.

IN the paragraph on the first page about the Ernestown Council, it should read at "Odessa" on Saturday, instead of "Newburgh" as printed by mistake.

FOUND!

BETWEEN the Village of Madoc and Toller's Burying Ground, a sum of Money—which the rightful owner can receive at the hands of the Subscribers, by proving property and paying for this advertisement.

WILLIAM CONLEY,
Huntingdon.

Madoc, 4th Feb., 1870.

LIST OF LETTERS

Remaining in Madoc Post Office, Feb. 1st, 1870.

Best, James R	Kein, Mrs Hannah
Burns, Robert	Kent, D
Borlind, S J	Lafferty, Mrs Edward
Bradshaw, David	McConnel, A
Conley, Lawrence	Macquillan, James
Dulmage, Samuel	McGee, Miss Mary (2)
Dawe, Wm	Norris, Collman
Ellis, Mrs Ann	O'Connor, David
Eagleson, Hannah	Pelow, Lewis
Elevier, Peter	Richardson, Miss Mary
Embry, Joe	Ritkey, Jacob
Fletcher, Mr.	Stone, E B
Glover, P	Sandford & Chambers
Haugh, Miss M	Shaw, Mrs W
Haugh, Martin	Thompson, James
Haugh, Miss Mary (2)	Vanderwater, S
Harison, Mrs Almina	White, Jno
Johnston, Stephen	Yeomans, Dr

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, Postmaster.

NOTICE.

To All Whom It may Concern.

NOTICE is hereby given, that the MUNICIPAL COUNCIL of MADOC will meet in the TOWN-HALL, on MONDAY, the 19th day of February, for the purpose of appointing

Assessors, Tavern and License Inspector, Pathmasters, Pound-Keepers, and Fence-Viewers for 1870.

All persons interested are requested to send to the Council the names of those they wish to fill the offices of Pathmasters, Pound-Keepers, and Fence-Viewers.

By order.

J. R. KETCHESON,
Township-Clerk.

Lands for Sale.

LOT 32, 7th Con., HUNTERFORD.
 " 26, 2nd " "
 " 15, 11th " "

West Half of 7, 14th, HUNTINGDON.
 10, 2nd, MADOC.
 11, 2nd, " "
 23, 8th, BELMONT.
 20, 8th, "

Any person found trespassing will be prosecuted.
 Apply, postpaid, to

MACLELLAN & MACLELLAN,
Solicitors for Owners.

Belleville, 29th January, 1870.

GEO. W. HOWELL, M.D.,

PHYSICIAN AND SURGEON.

GRADUATE OF QUEEN'S COLLEGE, KINGSTON.

LICENTIATE OF THE ROYAL COLLEGE OF PHYSICIANS AND SURGEONS, KINGSTON.

RESIDENCE, TWEED.

DESCRIPTION OF THE VARIOUS SYSTEMS

OF WOODEN RAILWAYS,

In Connection with the Report of the Special Committee named by the Toronto Legislature, to investigate and inquire into their Usefulness and Cost for Colonization Purposes. With Woodcuts.

By JOHN FOSTER, C.E.

To be had of C. G. WILSON, Chemist & Druggist, Durham Street, Madoc.

Price, Twenty Cents.

SAW-MILL FOR SALE.

THE Subscriber wishing to retire from the Mill Business, offers for sale his MILL, with 50 ACRES OF IMPROVED LAND, with GOOD FRAME BUILDINGS; or

150 ACRES OF LAND, to suit Purchasers.

The whole will be sold, *en bloc*, or in three separate parts.

Situate in the Township of ELZEVIR, Lot No. 19, First Concession.

For further particulars, apply to the proprietor, on the premises, or at the MERCURY Office, Madoc.

S. J. SAGER.

Jan. 25, 1870.

TENDERS WANTED

FOR A NEW FRAME SCHOOL-HOUSE, in School Section No. 12, Madoc.

Plans and Specifications can be seen on application to the undermentioned Trustees.

Tenders will be received until THURSDAY, the 10th day of February next.

The Trustees will not be bound to accept the lowest or any Tender.

D. NICOLSON,
JOHN BROWN, { Trustees.

Madoc, Jan. 27th, 1870.

NOTICE.

A SPOTTED HOUND came to my place on or about the 20th day of December last. The owner can have the same by proving property, paying charges, and applying to

WILLIAM HALLISEY.

Lots 45, 46, Hastings Road, Tudor.

Tudor, Jan. 20th, 1870.

WANTED!

A TEACHER for School Section No. 19, MADOC.

Apply, stating Salary and qualification, per letter, post-paid, Bannockburn P.O.

JAMES MAITLAND,

HUGH MCLEOD,

W. McCALLUM, { Trustees.

Bannockburn, Jan. 18, 1870.

ASSAYING!

W. H. PALMER having fitted up the Laboratory of the "Bay State" Mill, is now prepared to Test ORES at the following rates:

Test by Aqua Regia \$1 00

Microscopic Examination 1 00

Assaying 10 lbs. by a Mill Process. 3 00

Madoc, Jan. 4th, 1870.

JOB PRINTING

EXECUTED AT THE MADOC MERCURY OFFICE

With Taste and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!

THE MANUFACTURER AND BUILDER.—Published by Western & Co., 37 Park Row, New York.—This really valuable publication has now been before the public for a year—and during that time each number has fairly fulfilled every promise that was made at the commencement. It is the cheapest dollar and a half's worth of reading matter of the kind that we are acquainted with. The circulation, already reached 12,000 copies.

MISCELLANEOUS NEWS.

A telegram of the 25th of January from London says that the Pall Mall Gazette states that negotiations on the Alabama claims have been suspended.

A project is on foot in Halifax to establish a cotton factory by a joint stock company, with \$100,000 capital.

Several powerful reflectors are being fitted up in the House of Commons at Ottawa, so as to diffuse a more equal and better light through that otherwise fine chamber.

Herr Friedrich Hecker, the German exile, who took a leading part in the revolution of 1848, has advertised his farm in Illinois for sale, and, having received an amnesty, will return to his fatherland.

Lord Clarendon has gone to Paris to ascertain for the English Government the real intentions of the French Cabinet and the Emperor in regard to the Treaty of Commerce, which expires on Feb. 4th.

At Appleton, Wisconsin, the merchants have an organization to protect themselves against bad debtors. Those who will not pay at one store are not trusted elsewhere.

The Kingston Daily News has reason to believe that the Imperial government has abandoned the institution, formed some time ago, to disband the Royal Canadian Rifles.

By proclamation from Ottawa the Act of 1859 for the Preservation of the Peace in the vicinity of Public Works is put into force at Thunder Bay and along the route of the projected and partly opened line of communication with the Red River Settlement.

Examination of the vaults of the Court House at Quebec shows that the greater part of the Protestant parochial registers of baptisms, marriages and deaths from 1750 to 1800 are missing; wherefore were never remitted by those who had the custody of them.

The Lindsay Warden learns that a house in that town has just received an order from Liverpool for about \$11,000 worth of ham and bacon. This is the second large shipment to the same firm within a short time, which speaks well for Lindsay.

During the hunting season in the Parry Sound district, Mr. Grigg, in two months, killed 72 deer, average weight 800 lbs. One large stag, weighed over 700 lbs. He sold the meat to Messrs. Dodge & Co., for the lumbermen.

Rev. Mr. Christopher Galt, writes against pulp announcements. He refused a lot of indiscriminate public notices lately, because he regarded such a mode of advertising as a profanation of the Church, and an invasion of the sacred rights of the public press.

Delegates have been appointed from the municipal councils of Carleton, Prescott and Russell and Ottawa city, to attend a convention to be held at Ottawa on the 16th instant, in favour of extending the Canada Central Railway to Montreal. The City Council of Montreal will also send delegates.

Twenty compositors from England and France, engaged by Mr. Taylor for the parliamentary printing, arrived at Ottawa last week. Twelve or fifteen others will be added. Mr. Taylor has now thirteen first-class presses ready for work, and the parliamentary printing promises to be satisfactorily performed.

The last election in British Columbia resulted in the return of the Hon. Mr. De Cosmo, a strong advocate of confederation. He was defeated last year in consequence. This year, in the second electoral district of the colony, he has obtained his election by a majority of nearly three hundred.

Greece is plagued with forced paper currency, and overrun with brigands. A French ship, which went on shore at the southeastern cape of Zante, has been plundered in open day, and a boat load of armed men from the town divided the plunder with the peasants of the neighbourhood.

Music is to be introduced as a curative treatment for insanity, hypochondriasis, and other chronic diseases of the mind, in some of the great asylums of Paris. Several of the greatest physicians have stated that, in their opinion, music, if well and skilfully applied, will cure, or at least moderate or check insanity and kindred diseases.

The *Da* of Odessa, which is the organ of the Jews in Russia, announces that all the unmarried Jews have now been expelled from the frontier district of Bessarabia, except those who reside in the town of Kishineff, who have been allowed to delay their departure for a short time. By next spring the whole of the Jewish population of Bessarabia is to be driven into the interior.

News from the American Consul at Athens states that the town of Santa Maria, on one of the Ionian islands, was destroyed by earthquake on Dec. 23th. Ten dead and fifty wounded men have been taken from the ruins. Not a house is left standing.

A Macon paper reports that a lot of "worthless securities" among the assets of the Bank of the State of Georgia were sold at auction in Savannah, for \$365, and among them was \$40,000 in bonds of the Blue Ridge Railroad of South Carolina. The next day the purchaser sold these bonds for \$20,000, reserving the rest of the trust for another trust.

The mild season in Quebec has produced a large quantity of house flies this winter in the shanties on the St. Maurice River. The Quebec Mercury says on Monday last, Mr. Walter Somers, of No. 82 Joachim street, while visiting his farm at Valcartier, caught a handsome butterfly in the bush. He has the little curiosity now in his house, in St. John suburbs, where it thrives on sweet milk and may be seen by naturalists.

A survey for a Darien Ship Canal has been completed by French engineers for a French Company. The route is said to be easy and the Canal capable of speedy construction. Money is to be raised, if possible, at once among American and European capitalists. Seventy million dollars is the estimated cost, and from three to five years the time the work is expected to occupy. Something depends upon the willingness of the Colombian Government to guarantee the loan.

The Prescott Telegraph says it must be a very great number of years since the St. Lawrence remained so long open at this point as during the present winter. During the cold snap which occurred on Jan. 14th, and the two or three preceding days, it was frozen over, and crossing on foot and with teams to a limited extent took place; but so sudden and thorough was the succeeding thaw that in a day or two, after the ice was all broken up, and the ferry boats commenced again to run from dock to dock and have continued ever since. The temperature of the water is now, however, so low that another cold, calm period would bind it in icy fetters for weeks to come.

Rev. Horace Cooks has surrendered his ordination parchments to Presiding Elder Pease, with the request that his name be "blotted from the records of the conference and consigned to infamy."—Instead of having gone out West, he is now said to be in New York, where he will remain for a time in retirement, under the charge of his friends. He is in a state of great excitement, and has been known for a long time to use chloroform and other stimulants, and it is even question whether he is or is not deranged. He has been dismissed from his church in Seventh street. According to the discipline of the denomination to which he belongs, the Presiding Elder has appointed a committee to try the case, and on the report, the Elder will decide whether or not to dismiss him from the ministry.

Mr. PEABODY'S REMAINS.—The British iron-clad *Monarch*, with the remains of the late Mr. George Peabody on board, and her consort, the *Plymouth*, arrived at Portland on Wednesday of last week.

A storm raged during the night, but the morning was bright and calm, and the American monitors having steamed down to the fleet, the vessels all formed a procession, and sailed up to the inner harbour. The remains, however, were not removed from on board until Saturday, when they were with due solemnity transferred to the City Hall, Portland, where they lay in state for a couple of days, prior to being carried to their final resting-place.

MASACRE OF INDIANS BY AMERICAN TAOORS.—*Heleno, Montana*, Jan. 23th.—On the 18th instant, an expedition against certain tribes of Indians, who have been stealing stock and murdering whites for the past several months, left Fort Shaw, under the command of Colonel Baker. The expedition consisted of four companies of the 2nd Cavalry, and one company of the 13th Infantry. An Indian arrived at Fort Benton to-day, who reports that early on the morning of the 23rd instant, Col. Baker surprised Bear Chief's camp of over thirty lodges, and killed men, women and children. No quarter was given. The surprise was complete. Only six or eight men escaped. Bear Chief was among the slain. Col. Baker's loss was trifling. Other tribes of the Blackfeet, upon learning of the affair, made all haste to reach the British possessions, but it was understood the expedition had Government permission to cross the boundary line in pursuit. Bear Chief is known to have killed several whites.—The list of killed, all on one side, however, numbers 173. The number of lodges, with their contents, destroyed, was 42, and 300 horses were carried off as spoil.

DEATH OF GENERAL SIR DE LACY EVANS.—The English papers announce the death of General Sir De Lacy Evans, at his residence in Great Cumberland street, at the advanced age of 83 years. He was the son of Mr. John Evans, of Milltown, in Ireland, and having been educated at Woolwich, obtained his first commission as Ensign, in February, 1807, and then proceeded to India, where he served for three years, and afterwards fought in Portugal, Spain and France. Between 1814 and 1827, he served in Belgium, America (where he took part in the capture of Washington), and in Spain (where he commanded the British Legion), and, from the commencement of his career, in the operations against Ameer Khan, until his close, his military life is one long record of gallant deeds and illustrious services to his country. In later years his name will be best remembered in connection with the command of the Second Division during the Crimean War, and on his return home he received the thanks of the Queen and of both Houses of Parliament, the Duke of Newcastle, then Secretary of State for War, taking especial care to pay a high tribute to the gallantry displayed by General Evans. For many years Sir De Lacy represented Westminster, in the House of Commons.

VARIETIES.

Family "Picnics."—Spoil children.

Why are military officers the most unlucky of men?—Because they are always in some mess or other.

Why is kissing your sweetheart like eating soup with fork?—Because it takes a long time to get enough of it.

"You are too pointed," as the muffin said to the toasting fork.

Out in Michigan they call an enterprising settler a "railroad yes" man, as he is pretty certain to vote in favour of new railroads.

The Rev. Dr. Cuyler says that many of the New York city churches "are dying of dignity." The champion lazy man does all his reading in autumn, because the season turns the leaves.

"I say, Jim," said a ploughboy to his companion, "I know of a new fashioned way to keep out the wet." "What is it?" "Why, if you eat a red herring for breakfast you'll be dry all day."

A man in Cairo has invented a spring to be attached to the feet, by which a person is, to a great extent, relieved of the labour of walking. He claims that his invention will enable a man to walk ten miles an hour with ease.

General Butler recently remarked to a Boston Post correspondent that he did not care what the papers said about him. Many of them had misrepresented him and called him names, but he did not see that any of them called him a fool.

A person surprised a farmer, whom he seldom saw at his ministrations, by asking him directly, after a little reproof of his sin of omission, "Shall we see you at church next Sabbath?" "Y-e-s," he replied slowly, "I'll go—or send a hand!"

A young gentleman recently found himself in the company of three young ladies, and generously divided an orange among them. "You will rob yourself," exclaimed one of the damsels. "Not at all," replied the innocent; "I have three or four more in my pockets."

A contemporary publishes a letter, in which the writer says he has been placed in the trying dilemma of having to choose between a barrel of apples for his family, and a subscription for the newspaper. He adds that he finally concluded to subscribe for the paper, and "trusted Providence for the apples."

GOOD ADVICE.—If your lips would keep from slips, five things observe with care: of whom you speak, to whom you speak, and how, and when, and where.

A PARTING SCENE.—One of the most fashionable "lions" of Paris, the Count de L—, has just had a lover's quarrel with one of its most fashionable "ladies," Madame de X—. The count is much too elegant a man not to be bald; in fact he has no more hair on the top of his head than old Uncle Ned or a billiard ball. When the ex-lover had returned to each other, with tears and tragic sobs, their letters and their portraits, their gifts and souvenirs,—"seals of love, but sealed in vain,"—Madame de X— closed the dread colloquy with this parting shot:—"There is one blessing, at least, about all this," said the consolable Lydia,—"one hasn't to send you back any locks of hair!"

THE MADOC MERCURY AND NORTH HASTINGS MINING NEWS.

No. 371.

MADOC, (HASTINGS CO., ONT.) SATURDAY, FEBRUARY 12, 1870.

PRICE TWO CENTS.

Kingston and Madoc Railway.

From the Kingston News.

The submission to the popular vote of a number of by-laws for municipal grants to the Kingston and Madoc Railway, warrants a thorough investigation of an enterprise for which its promoters claim so large a measure of public support. Already four townships have responded to the efforts made to bring the by-laws before the people, and it is time the City Council should take similar action. Much has been said about the conditions imposed by the townships of Madoc and Elzevir. They are in fact the best guarantees of an honest desire on the part of the municipalities to protect their peculiar interests, and if nothing shall appear in any by-laws yet to be published more objectionable than the conditions imposed by Madoc and Elzevir, we shall regard the stipulations affixed to each grant as sound in principle. The gifts of the municipalities are calculated to afford substantial aid, and at the same time to give character to the undertaking, and nothing should be allowed to enter into them which might derogate from the value and effect of the gift. The directors have shown an honest desire in this preliminary step towards the erection of a financial superstructure to deal honestly with public opinion and public money, and now that some degree of unanimity as to route has been attained, we trust that nothing will occur to mar the progress of the enterprise. Even yet the route may be materially modified by the results of a survey, but the decision is apparently fixed that points as far north as Sydenham or Harrowsmith in this county and Enterprise in Camden shall be reached. The most zealous friends of the northern townships of this county may well accept this decision with satisfaction in view of the opposition which had been manifested to a so-called northern route.

The further progress of the enterprise might, it has been suggested to us, be maintained by the collection of information to supplement the estimates of probable cost and probable traffic. Much might be done to secure rights of way before entering upon a location survey. In this latter particular many enterprises have suffered from an inevitable expenditure which might have been considerably diminished by forethought and prudence.

It is evidently the desire of the promoters to launch an enterprise that shall meet the general need of the country through which it is to be built. There can be no doubt that a thorough system for securing the greatest amount of traffic at every possible point along the line will secure a large yearly volume of freight. Every attention must be paid to the accommodation of traffic at every point where it can be obtained on the main line, and the offer of branches to sectional interests must be avoided. Instances are not wanting of cheap, serviceable railways earning large dividends. If this enterprise shall be carefully managed from the first item of expenditure in its construction, to the last, there can be no doubt whatever that a very respectable profit may be secured for the shareholders. Human nature is always the same, but it would argue little for ourselves if we contemplated remaining for ever in the remembrance of the foolish expenditures of the past. To cling with the tenacity of "Old Hickory" to memories of past corruption will never lift Kingston from the depression of the past few years. A new era was inaugurated in our city finances some three years ago, and we believe that it will continue. We believe that of late there has been a more thorough administration of public trusts throughout the whole country than what prevailed a few years ago. The public have many good grounds for expecting from the more prominent projectors of the Kingston and Madoc Railway an honest financial basis for it, an honest management of its construction, and a fair return to the stockholder for his investment and to the community for its gratuity. There is no doubt the whole scheme will be narrowly watched. Jealousy and ignorance as well as an honest minded opposition will have to be encountered; it is because that these elements are to be met with, that we regard the measure as having already in its various phases secured for itself no small degree of popular favour.

RECOMMENDATION OF ROUTE.—At a meeting of the Kingston Provisional Directors of the Kingston and Madoc Railway Company, held in the Mayor's Chambers on Tuesday, the 3rd instant, called for the purpose of giving an expression of opinion respecting the route, the following resolution was passed unanimously and signed by the members present:—

Resolved.—That the City Provisional Directors of the Kingston and Madoc Railway, having considered the various routes suggested between the city and Tanworth, are of the opinion that the most advantageous route would be as follows: Kingston to Sydenham, thence to Petworth, Moscow, Enterprise and Tanworth.

WILLIAM ROBINSON, President.
JOHN BREDEN,
J. CARRUTHERS.
HENRY CUNNINGHAM.
A. LIVINGSTON.

RAILWAY MEETING IN MARMORA.—There was a meeting held in Marmora on Saturday, 5th Feb., called by the Reeve, to take into consideration the propriety of giving a bonus to build a Railroad from Madoc to Peterborough, provided the road is built from Kingston to Madoc. The meeting was in favour of the Township giving \$5,000.—*Intelligencer.*

From this it is very evident that our neighbours of Marmora have a good deal more faith in the probability of the construction of the Kingston and Madoc Railway, and of its future extension westward, than they have in the likelihood of their speedily taking a trip to Peterborough by way of the line to that town from Belleville, an old project, which owes its present revival to the conviction that Belleville must now do something in the railway line to the back country, or dwindle from its present prosperous position to that of a deserted village.

The City Council of Toronto, at its meeting on Monday night, passed a by-law by a unanimous vote granting a bonus of \$100,000. to the Toronto and Muskoka Railway Company.—Toronto has already had some experience of the benefit the city derives from aiding railway enterprise, and every new road seeking its principal terminus there, is liberally assisted. With this example before it, of the value attached by Toronto to the trade of the Muskoka District, we doubt if croakers like "Old Hickory" will persuade the people of Kingston to reject the by-laws for granting a bonus to and taking stock in a railroad that will open up a better and far more populous section of country, and bring the bulk of business to the ancient capital.

The Red River Territory.

CHICAGO, Feb. 4.—Special despatches to the Tribune from St. Paul say that the mail just arrived from Red River brings the last number of the *New Nation*, organ of the insurgents, and correspondence, neither of which make any mention of the reported arrest of Riel by the Hudson Bay Company. On the contrary, a letter dated Winnipeg, Jan. 28th, says:—The opposition portion of the French party have all gone over to Riel, and now want to invest him with supreme power. It is thought that the Convention which is called to meet on the 25th, will make him master of the situation; and stronger than ever Riel proposes then to employ all his powers and resources to carry out the programme of his adherents: which is anti-Canadian to the last. These advises render it certain that the way is not yet open for the Hudson Bay Company to resume its sway in the Red River region, and for Canada to step in and take peaceful possession.

ADVERTISEMENTS.

C. G. WILSON,
CHEMIST AND DRUGGIST.
DURHAM STREET, MADOC.

MR. GREAM,
NOTARY PUBLIC,
Solicitor and Attorney of the Chancery and Law Courts of England.)

Conveyancer, Coroner, &c.

JOHN DALE,
MARRIAGE LICENSE AGENT,
MADOC.

J. R. KETCHESON,
Registrar of Births, Deaths, & Marriages
and Township Clerk,
WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FORNERI & KENNEDY,
CIVIL AND MINING ENGINEERS, PROVINCIAL LAND SURVEYORS, and LAND AGENTS.
OFFICE, Next Door to the Hufford House, MADOC.
Lands Carefully Examined and Reported on.
Money to Lend.

C. G. FORNERI, C.E., & P.L.S. L. KENNEDY, C.E., & P.L.S.
All Orders by Mail receive Immediate Attention.

WILLIAM MOORE,
Boot and Shoemaker,
DIVISION STREET, MADOC.
Repairs neatly and cheaply executed.

G. M. BROOKS, Madoc.
A GENT for BENNETT & BAIN'S Celebrated
ALE, BEER and PORTER.
The Trade supplied on Liberal Terms.

E. FRANKLIN,
Licensed Auctioneer, for Hastings Co.,
MADOC.
MONEY advanced on Consignments.
Sales in any part of the County attended on
moderate terms.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published every Friday at Two Dollars per annum. Sent six months for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

FOR SCHOOL BOOKS, STATIONERY,
AND CHILDREN'S BOOKS.
At Publishers' Prices, Call At
WILSON'S DRUG STORE,
DURHAM STREET, MADOC.

Dentistry.
GEO. W. WALKER, L.D.S.,
SURGEON DENTIST, BELLEVILLE,
WILL be in his ROOMS at MOON'S HOTEL
Madoc, on the first MONDAY and TUESDAY
of every Month.

JOB PRINTING
EXECUTED AT THE MADOC MERCURY OFFICE
With Taste and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information.

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year, STRICTLY IN ADVANCE.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:

One line, first insertion	50
Each subsequent insertion	12
Two lines, first insertion	70
Each subsequent insertion	15
Above ten lines (per line) first insertion	67
Each subsequent insertion, per line	2

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.



THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, FEBRUARY 12, 1870.

Gold Mining Intelligence.

This once familiar "heading" has of late appeared only semi-occasionally in the columns of the MERCURY, and is likely, at least so far as gold-mining operations in the township of Madoc are concerned, to be of still less frequent occurrence,—as we regret to learn from Mr J. H. Dunstan, the Manager of the Phoenix (late Richardson) Gold Mine, that he has suspended the works there, and has determined to relinquish all further connection with the concern,—not that his belief in the probability of the mine proving to be still rich in the precious metal has been shaken, but on account of other difficulties. It will be remembered that tenders for sinking the shaft to a sufficient depth to reach the expected lode and so test the value of the property were lately advertised for, and Mr Dunstan was at that time sanguine that sufficient means were secured for that purpose; but just as he has got the hoisting apparatus put up, he finds all his efforts frustrated by the failure of certain parties in Montreal to fulfill their engagements to furnish their share of the needful funds. The Belleville shareholders in the "Phoenix", having performed their part of the arrangements entered into, and the Manager having sacrificed as much of his own private means and of his time as he can afford or feels inclined to do, he retires from any further attempt to develop the once famous Richardson Gold Mine.

We may be mistaken, but under the circumstances,—Mr Dunstan being the last remaining person who has stuck to the mining region from the time the first crushing mills were erected here until the present period,—we are of the opinion that, at any rate for a long time to come, there is an end to gold-mining enterprise in Madoc,—however moderately successful it may prove in Marmora,—and that the many thousands of dollars expended, or debts contracted, in the erection of mills and machinery in this township, may just as well be reckoned as a dead loss.

The arrest of Rochefort, the editor of the *Marseillaise*, and Deputy to the Corps Legislatif, in accordance with the sentence passed upon him for insulting expressions towards

the Emperor, and inciting the people to disorder, has led to an attempt at a revolution in Paris, in which the extreme Republicans proceeded, in the orthodox revolutionary fashion, to erect barricades, by overturning omnibuses and other vehicles. Behind these defences they for a time presented a resistance to the constituted authorities, which the police, who were fired upon, were powerless to suppress. As soon, however, as the troops were called out, they drove the revolutionists from their barricades in short time, clearing the obstructions without resorting to the use of their fire-arms—an argument which the rioters were just as unwilling to use against them. Revolution is not so popular nowadays in France as order.

rested in the success of the proposed Railway to Kingston, with reference to the part that the City of Kingston is taking in the matter. The delay in passing the By-Law by the City Council for the Bonus, and the hostile feeling expressed by correspondents of the Kingston press is the trouble. I would not be just to myself, did I not state that the Provisional Directors at Kingston do appear to be most anxious to carry out the arrangement entered into by the Board at its last general meeting. But the route has been a vexed question to them as well as to many here. There is a strong feeling among many—I think I may say the majority—of the people of Kingston, to have the Road take the Northern route; and many state openly that if any other route is taken, the By-Law will never be ratified by the people. Others are in favor of no railroad. And while I freely admit that I cannot understand either of the above expressions of feeling, when I take into consideration the great benefit a Railroad will be to the city, at the same time I am aware that it has very much embarrassed the action of the promoters of the road. I have good reason to believe that the By-Law will pass the City Council this week, and then we will have to await the action of the people, which I think there is no doubt will be in the affirmative.

But there is another matter that has annoyed some—the complaints by parties in Kingston against the conditions on which this Township and Elzevir grant the Bonuses,—The condition virtually means that if our Bonus accepted the road must come to Madoc. Would any sane person ask us to give a Bonus, with a possible chance of the road not reaching this point? I think not.—As the *Kingston News* says—"the condition we use is a guarantee that we are in earnest." But there are conditions in some of the By-Laws that may do harm. I now refer to Loughborough—When I met the Council of that Township, the condition of By-Law was that the road should come within the vicinity of Sydenham. Since I left, it was altered, and now sets forth that the road is to go to Knowlton Lake, north of Sydenham five miles. I trust this may yet be remedied; otherwise I fear it will have the effect of defeating the Portland By-Law. However, Mr. Editor, there are always difficulties in these matters, and I trust all that have yet made their appearance can be overcome.—Let us as a Township, do our part fairly and squarely, and then we have good grounds to expect the other municipalities to follow suit.

Yours, &c.,

A. F. WOOD.

It is not so very many months since that our friends and brothers of Belleville were making merry over the joke of the people of North Hastings wanting a railroad, and fancying they were going to get one—to such country! and now they are themselves getting quite enthusiastic over their Grand Junction scheme to Peterborough—which will be rushed through before we get ours half-way built to Kingston. We are really glad to see this project agitated; for there can be no doubt that the country between Madoc and Kingston is quite as capable of supporting a railroad as that between Belleville and Peterborough. Some of our people, too, who have had sentimental doubts about the propriety of going to Kingston, will have no difficulty now in realising the fact that that city is quite as much the "natural outlet" for us, as Belleville is for Peterborough. There is room enough for both railways, and if Belleville has shown less anxiety to court North Hastings than it does to win the favour of its old, but for a time neglected flame, Peterborough, we must even submit with the best grace we can.

Kingston and Madoc Railway.

To the Editor of the Madoc Mercury.

Sir.—There appears to be a good deal of apprehension, among parties at this end of the road into

As the *British Whig*, of Kingston, takes exception, for some reason not clearly explained, to the conditions upon which the Townships of Madoc and Elzevir are willing to grant their bonuses in aid of the proposed railway; and as the success of the road depends upon none of the conditions being impracticable, or inconsistent with its economical construction, we lay before our readers the principal stipulations of the various by-laws already submitted to the people of the various municipalities, for consideration before being voted upon:

Madoc simply stipulates that its ten thousand dollars shall not be used until an expenditure to an equal amount has been made within the limits of the municipality, nor until one hundred thousand dollars have been expended on the entire line.

Elzevir, in addition to these conditions, demands that there shall be a Station in the Township, at or in the vicinity of the village of Bridgewater.

HUNTERSDALE merely requires that there shall be a station within one-half mile of the village of Tweed.

SHENFIELD, in addition to the conditions requiring the expenditure of ten thousand dollars within the limits of the municipality before the proceeds of its debentures shall be used by the company, also binds the company "to run the said line of Railway, so that it will touch at or come within a distance of three quarters of a mile of the Villages of Tamworth, Erinsville, and Clareview. Provided further, that before the proceeds of such debentures shall be used, there shall be an agreement entered into, by the Company, binding said Company to have a station at the Village of Tamworth, and also suitable stations or switches at the Villages of Erinsville and Clareview, within the limits of the aforesaid distance."

KINGSTON AND MADOC RAILWAY.

THE BONUS BY-LAWS.

HUNTERFORD.

BY-LAW NO. —

A BY-LAW TO AID AND ASSIST THE KINGSTON & MADOC RAILWAY COMPANY BY GIVING \$10,000 to the Company by way of Bonus, and to authorize the levying of a Special Rate for the payment of the Debentures and Interest.

WHEREAS the MUNICIPAL COUNCIL of the TOWNSHIP of HUNTERFORD, in the County of Hastings, Province of Ontario, are desirous of aiding the KINGSTON AND MADOC RAILWAY COMPANY, by way of Bonus in accordance with the provisions of "an Act to incorporate the Kingston and Madoc Railway Company," passed in the third session of the Legislature of the Province of Ontario, and in the thirty-third year of Her Majesty's reign, to the extent of TEN THOUSAND DOLLARS, upon the terms and subject to the conditions hereinbefore mentioned:

And whereas, to carry the last recited object into effect, it is necessary for the said Municipality to raise the said sum of Ten Thousand Dollars in the manner hereinbefore mentioned:

And whereas the amount of the whole ratable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinbefore mentioned, or any part thereof, according to the last revised Assessment Roll of the said municipality, being for the year One Thousand Eight Hundred and Sixty-nine, was Ninety-six Thousand Seven Hundred and Sixty-three Dollars (\$96,763):

Whereas it will require the sum of Eleven Hundred Dollars to be raised annually by special rate for paying the said debt of ten thousand dollars and interest on debentures to be issued as hereinbefore provided:

And whereas the amount of the existing debt of said municipality is the sum of Nothing for principal and the sum of Nothing for interest:

And whereas for paying the interest and creating equal yearly sinking fund for paying the debt of ten thousand dollars as hereinbefore mentioned, it will require an equal annual special rate of four mills in dollar in addition to all other rates to be levied each year:

And whereas by the seventy-seventh section of the Railway Act, chap. sixty-sixth of the Consolidated Statutes of the late Province of Canada, it is provided that no municipal Corporation shall subscribe for or incur any debt or liability under the said Railway Act or the special Act unless and until a Law to that effect has been duly made and adopted with the consent first had of a majority of the qualified Electors of the municipality in the manner determined by the By-Law, after public advertisement thereof, containing a copy of the proposed By-Law, inserted at least four times in each paper printed within the limits of the municipality, or if none be printed therein, then in some or more newspapers printed in the nearest city or town thereto, and circulated therein, and also put up in at least four of the most public places in the municipality:

IT THEREFORE ENACTED by the Municipal Council of the Township of Hunterford, in the County of Hastings, that it shall and may be lawful for the said municipality, for the purposes aforesaid, and assist the Kingston and Madoc Railway, giving thereto the sum of Ten Thousand Dollars,

at it shall be lawful for the purpose aforesaid, the Reeve of said municipality, and he is hereby directed to issue Debentures to the extent of ten thousand Dollars, in sums of not less than Twenty Dollars each, and that said Debentures shall be signed with the seal of the said municipality, and by the Reeve and countersigned by the Treasurer of the said municipality:

the said Debentures shall be made payable in ten years from the date hereinbefore mentioned by the By-Law to take effect, at the office of the

Merchants' Bank of Canada, Belleville, and shall have attached to them coupons for the payment of interest at the rate and in the manner hereinbefore mentioned:

That the said Debentures shall bear interest at and after the rate of Six per cent. per annum from the date thereof, which interest shall be payable yearly on the first day of March in each and every year at the office of the Merchants' Bank of Canada, Belleville:

That for the purpose of forming a Sinking Fund for the purpose of payment of said Debentures and the interest thereon, at the rate aforesaid, an equal special rate of four mills in the dollar shall, in addition to all other rates, be raised, levied, and collected in each year, upon all the ratable property in the said municipality, during the said term of Twenty years from the coming into effect of this By-Law, unless said Debentures shall be sooner paid:

That the Debentures to be signed and issued as aforesaid shall be delivered by the Reeve of the said municipality to Trustees to be appointed in accordance with the Act incorporating the said "Kingston and Madoc Railway":

That this By-Law shall take effect on, from and after the first day of June in the year of our Lord One Thousand Eight Hundred and Seventy:

PROVIDED ALWAYS, and it is hereby declared, that this By-Law is passed subject to the following

CONDITIONS AND STIPULATIONS:

That before the said Reeve shall deliver the said Debentures or any of them, the Directors of the said Railway Company shall, for and on behalf of the said Company, furnish and deliver to him an agreement under the seal of the Company, to run the said line of railway within one half mile of the Village of Tweed, and erect a Station for the accommodation of said Village of Tweed:

And it is further enacted by the Municipal Council aforesaid, that the Votes of the Electors of the said municipality will be taken on the said proposed By-Law at the following places:

At the Electoral Division, No. 1, in the Thorough School House, —Forbes Sherry, Returning Officer;

Electoral Division, No. 2, in the Town-Hall, —George W. Howell, Returning Officer;

In Electoral Division, No. 3, in Downing's Hall, in the Village of Tweed, —John Bowell, Returning Officer;

In Electoral Division, No. 4, in Byrn's School House, —Daniel Byrn, Returning Officer;

In Electoral Division, No. 5, in Bogart's School House, —George Clare, Returning Officer.

TAKE NOTICE

THAT the above is a true copy of the proposed By-Law which will be taken into consideration by the Council of this Municipality after one month from the first publication in the MADOC MERCURY Newspaper, the date of which first publication was on Saturday, the 5th day of February, A.D. 1870, and that the votes of the Electors of the said Municipality will be taken in the various Electoral Divisions as mentioned in the above By-Law, on MONDAY the Seventh day of MARCH, 1870, commencing at Nine o'Clock in the forenoon, and closing at Five o'Clock in the afternoon of the same day.

GEORG. W. HOWELL
Township Clerk.

(Weekly Intelligencer to insert for two weeks.)

ELZEVIR.

BY-LAW NO. —

A BY-LAW TO AID AND ASSIST THE KINGSTON & MADOC RAILWAY COMPANY BY GIVING \$5,000 to the Company by way of Bonus, and to authorize the levying of a Special Rate for the payment of the Debentures and Interest.

WHEREAS the MUNICIPAL COUNCIL of the TOWNSHIP of ELZEVIR, in the County of Hastings, Province of Ontario, are desirous of aiding the KINGSTON AND MADOC RAILWAY COMPANY by way of Bonus in accordance with the provisions of "an Act to incorporate the Kingston and Madoc Railway Company," passed in the third session of the Legislature of the Province of Ontario, and in the thirty-third year of Her Majesty's reign, to the extent of FIVE THOUSAND DOLLARS,

upon the terms and subject to the conditions hereinbefore mentioned:

And whereas, to carry the last recited object into effect, it is necessary for the said Municipality to raise the said sum of Five Thousand Dollars in the manner hereinbefore mentioned:

And whereas the amount of the whole ratable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinbefore mentioned, or any part thereof, according to the last revised Assessment Roll of the said municipality, being for the year One Thousand Eight Hundred and Sixty-nine, was Ninety-six Thousand Seven Hundred and Sixty-three Dollars (\$96,763):

And whereas it will require the sum of Five Hundred and Fifty Dollars to be raised annually by special rate for paying the said debt of five thousand dollars and interest on debentures to be issued as hereinbefore provided:

And whereas the amount of the existing debt of the said municipality is the sum of Nothing for principal and the sum of Nothing for interest:

And whereas for paying the interest and creating an annual equal sinking fund for paying the debt of five thousand dollars as hereinbefore mentioned, it will require an equal annual special rate of five and three-fourths mills in the dollar, in addition to all other rates to be levied in each year:

And whereas by the seventy-seventh section of the Railway Act, chap. sixty-sixth of the Consolidated Statutes of the late Province of Canada, it is provided that no municipal Corporation shall subscribe for stock or incur any debt or liability under the said Railway Act or the special Act unless and until a By-Law to that effect has been duly made and adopted with the consent first had of a majority of the qualified Electors of the municipality in the manner determined by the By-Law, after public advertisement thereof, containing a copy of the proposed By-Law, inserted at least four times in each newspaper printed within the limits of the municipality, or if none be printed therein, then in some one or more newspapers printed in the nearest city or town thereto, and circulated therein, and also put up in at least four of the most public places in the municipality:

BE IT THEREFORE ENACTED by the Municipal Council of the Township of Elzevir, in the County of Hastings, that it shall and may be lawful for the said municipality, for the purposes aforesaid, to aid and assist the Kingston and Madoc Railway, giving thereto the sum of Five Thousand Dollars by way of Bonus:

That it shall be lawful for the purpose aforesaid, for the Reeve of said municipality, and he is hereby required to issue Debentures to the extent of five thousand dollars, in sums of not less than Twenty Dollars each, and that said Debentures shall be sealed with the seal of the said municipality, and signed by the Reeve and countersigned by the Treasurer of the said municipality:

That the said Debentures shall be made payable in twenty years from the date hereinbefore mentioned by the By-Law to take effect at the office of the Merchants' Bank of Canada, Belleville, and shall have attached to them coupons for the payment of interest at the rate of and in the manner hereinbefore mentioned:

That the said Debentures shall bear interest at and after the rate of Six per cent. per annum from the date thereof, which interest shall be payable yearly on the first day of March in each and every year at the office of the Merchants' Bank of Canada, Belleville:

That for the purpose of forming a Sinking Fund for the purpose of payment of said Debentures and the interest thereon, at the rate aforesaid, an equal special rate of five and three-fourths mills in the dollar shall, in addition to all other rates, be raised, levied, and collected in each year, upon all the ratable property in the said municipality, during the said term of Twenty years from the coming into effect of this By-Law, unless said Debentures shall be sooner paid:

That the Debentures to be signed and issued as aforesaid shall be delivered by the Reeve of the said municipality to Trustees to be appointed in accordance with the Act incorporating the said "Kingston and Madoc Railway":

That this By-Law shall take effect on, from and after the first day of June in the year of our Lord One Thousand Eight Hundred and Seventy:

PROVIDED ALWAYS, and it is hereby declared, that this By-Law is passed subject to the following

CONDITIONS AND STIPULATIONS:
First. That before the said Reeve shall deliver the

and debentures or any of them, the Directors of the said Railway Company shall, for and on behalf of the said Company, furnish and deliver to him an agreement under the seal of the Company, undertaking and binding the said Company not to use the proceeds of such debenture aforesaid until an expenditure to the amount of five thousand dollars has been made on the line of the said proposed Railway within the limits of the municipality of Elzevir:

Second. Provided, further, that the proceeds of said debentures shall not be used until work to the value of One Hundred Thousand Dollars has been performed on the entire line of railway:

Third. Provided, further, that there shall be an agreement entered into by said Railway Company before the proceeds of said debentures are used, that there shall be a Station in the Township of Elzevir, or in the vicinity of the Village of Bridgewater:

And it is further enacted by the Municipal Council aforesaid, that the Votes of the Electors of the said municipality will be taken on the said proposal By-Law, at the Town-Hall, Elzevir, on the SEVENTH day of MARCH, 1870, commencing at the hour of Ten o'clock in the morning, and closing at Five o'clock in the afternoon of the same day, and that CHARLES R. FLINT, Township Clerk, will be the Returning Officer for taking the said votes.

TAKE NOTICE

THAT the above is a true copy of a proposed By-Law which will be taken into consideration by the Council of this Municipality after one month from the first publication in the MADOC MERCURY Newspaper, the date of which first publication was on Saturday, the 22nd day of January, 1870, and that the votes of the Electors will be taken thereon in the Town-Hall, Elzevir, Charles R. Flint, Township Clerk, Returning Officer, on MONDAY, the 7th day of March, 1870.

C. R. FLINT,
Clerk.

MADOC.

BY-LAW NO. —

BY-LAW TO AID AND ASSIST THE KINGSTON & MADOC RAILWAY COMPANY BY GIVING \$10,000.00 to the Company by way of Bonus, and to authorize the levying of a Special Rate for the payment of the Debentures and Interest.

WHEREAS the MUNICIPAL COUNCIL of the TOWNSHIP of MADOC, in the County of Hastings, Province of Ontario, are desirous of aiding the KINGSTON AND MADOC RAILWAY COMPANY by way of Bonus in accordance with the provisions of "an Act to incorporate the Kingston and Madoc Railway Company," passed in the third session of the Legislature of the Province of Ontario, and in the thirty-third year of Her Majesty's reign, to the extent of TEN THOUSAND DOLLARS upon the terms and subject to the conditions hereinafter mentioned:

And whereas, to carry the last recited object into effect, it is necessary for the said Municipality to raise the said sum of Ten Thousand Dollars in the manner hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinafter mentioned, or any part thereof, according to the last revised Assessment Roll of the said municipality, being for the year One Thousand Eight Hundred and Sixty-nine, was Two hundred and Fifty-three Thousand, Eight Hundred and Twenty-four Dollars (\$268,824):

And whereas it will require the sum of Eleven Hundred Dollars to be raised annually by special rate for paying the said debt of ten thousand dollars and interest on debentures to be issued as hereinafter provided:

And whereas the amount of the existing debt of the said municipality is the sum of Nothing for principal and the sum of Nothing for interest:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the debt of ten thousand dollars as hereinafter mentioned, it will require an equal annual special rate of four and a half mills in the dollar in addition to all other rates to be levied in each year:

And whereas by the seventy-seventh section of the Railway Act, Chap. sixty-six of the Consolidated

Statutes of the late Province of Canada, it is provided that no Municipal Corporation shall subscribe for stock or incur any debt or liability under the said Railway Act or the special Act unless and until a By-Law to that effect has been duly made and adopted with the consent first had of a majority of the qualified Electors of the municipality in the manner determined by the By-Law, after public advertisement thereof, containing a copy of the proposed By-Law, inserted at least four times in each newspaper printed within the limits of the municipality, or if none be printed therein, then in some one or more newspapers printed in the nearest city or town thereto, and circulated therein, and also put up in at least four of the most public places in the municipality:

BE IT THEREFORE ENACTED by the Municipal Council of the Township of Madoc, in the County of Hastings, that it shall and may be lawful for the said municipality, for the purposes aforesaid, to aid and assist the Kingston and Madoc Railway, by giving thereto the sum of Ten Thousand Dollars by way of Bonus:

That it shall be lawful for the purpose aforesaid, for the Reeve of said municipality, and he is hereby required to issue Debentures to the extent of ten thousand dollars, in sum of not less than Twenty Dollars each, and that said Debentures shall be sealed with the seal of the said municipality, and signed by the Reeve and countersigned by the Treasurer of the said municipality:

That the said debentures shall be made payable in twenty years from the date hereinafter mentioned for the By-Law to take effect, at the Township Treasurer's office, Madoc, and shall have attached to them coupons for the payment of interest at the rate and in the manner hereinafter mentioned:

That the said debentures shall bear interest at and after the rate of Six per cent. per annum from the date thereof, which interest shall be payable yearly on the first day of March in each and every year at the Township Treasurer's office, Madoc:

That for the purpose of forming a Sinking Fund for the purpose of payment of said debentures and the interest thereon, at the rate aforesaid, an equal special rate of four and a half mills in the dollar shall, in addition to all other rates, be raised, levied, and collected, in each year, upon all the rateable property in the said municipality, during the said term of Twenty years from the coming into effect of this By-Law, unless such debentures shall be sooner paid:

That the debentures to be signed and issued as aforesaid shall be delivered by the Reeve of the said municipality to Trustees to be appointed in accordance with the Act incorporating the said "Kingston and Madoc Railway":

That this By-Law shall take effect on, from and after the first day of June in the year of our Lord One Thousand Eight Hundred and Seventy:

Provided ALWAYS, and it is hereby declared, and this By-Law is passed subject to the following

CONDITIONS and STIPULATIONS:

First. That before the said Reeve shall deliver the said debentures or any of them, the Directors of the said Railway Company shall, for and on behalf of the said Company, furnish and deliver to him an agreement under the seal of the Company, undertaking and binding the said Company not to use the proceeds of such debenture aforesaid until an expenditure to the amount of ten thousand dollars has been made on the line of the said proposed Railway within the limits of the municipality of Madoc:

Second. Provided, further, that the proceeds of said debentures shall not be used until work to the value of One Hundred Thousand Dollars has been performed on the entire line of railway:

And it is further enacted by the Municipal Council aforesaid, that the Votes of the Electors of the said municipality will be taken on the said proposed By-Law, at the Town-Hall, Madoc, on the SEVENTH day of MARCH, 1870, commencing at the hour of Nine o'clock in the morning, and closing at five o'clock in the afternoon of the same day, and that JOHN R. KETCHESON, Township Clerk, will be the Returning Officer for taking the said votes.

TAKE NOTICE

THAT the above is a true copy of the proposed By-Law which will be taken into consideration by the Council of this Municipality after one month from the first publication in the MADOC MERCURY Newspaper, the date of which first publication was on Saturday, the 22nd day of January, A. D. 1870, and that the votes of the Electors of the said Municipality will be taken thereon at the Town-Hall, in the

Village of Madoc, John R. Ketcheson, Returning Officer, on the Seventh day of March, A. D. 1870, commencing at Nine o'clock in the forenoon, and closing at Five o'clock in the afternoon of the same day.

JOHN R. KETCHESON,
Township Clerk.

Improved Farm FOR SALE.

THE Subscriber offers for Sale Lot No. 5 in the TENTH CONCESSION, MADOC, County Hastings.

The farm contains about 240 acres, of which 70 acres are cleared and free from stumps. It is

WELL WATERED!

and has sufficient cedar upon it to fence the whole farm well. It has the name of being one of the best for farming purposes in the neighbourhood, although at present out of repair.

It is distant from Madoc Village on the east 8 miles, on the west from Bridgewater Village 4 miles. Intending purchasers of

IMPROVED FARMS!

would do well to see this place before purchasing elsewhere.

If required, the farm would be divided into North and South halves, and sold in that manner.

TERMS OF PAYMENT made EASY!

For further information inquire of A. B. ROSS &

Bro., Madoc Village.

W. DARLING.

Montreal, Dec. 16, 1869.

The Best in the World!

THE SCIENTIFIC AMERICAN.

\$1,500 Cash. For 1870. \$1,500 Cash. A Valuable Premium for All.

This splendidly illustrated weekly journal of POPULAR SCIENCE, MECHANICS, INVENTIONS, ENGINEERING, CHEMISTRY, ARCHITECTURE, AGRICULTURE, &c., is now established and claims its TWENTY-FIFTH YEAR on the first of January next, having a circulation far exceeding that of any similar journal now published.

THE EDITORIAL DEPARTMENT of the Scientific American is very able conducted, and some of the most popular writers in this country and Europe are contributors. Every number has sixteen imperial pages, embellished with fine Engravings of Machinery, New Inventions, Tools for the Workshop, Farm and Household, Engineering Works, Works of Art, Public Buildings, &c.

A journal of so much intrinsic value, at the low price of \$2 a year, ought to have, in this thriving country, A MILLION READERS.

Whoever reads the Scientific American is entertained and instructed, without being bothered with hard words or dry details.

TO INVENTORS AND MECHANICS

This journal is of special value, as it contains a weekly report of all Patents issued at Washington, with copious notices of the leading AMERICAN AND EUROPEAN INVENTIONS. The Publishers of the Scientific American are the most extensive Patent Solicitors in the world, and have unequalled facilities for gathering a complete knowledge of the progress of Invention and Discovery in every part of the world; and have held the first place in Scientific and Mechanical Literature. The Publishers will issue on January 1st the large and splendid Steel Engraving by John Sartain of Philadelphia, entitled :

Men of Progress—American Inventors, the plate costing nearly \$4,000 to engrave, and containing nine likenesses of illustrious American Inventors. It is a superb work of art.

Single plates, printed on heavy paper, will be sold at \$10.00 to those subscribing for the Scientific American for three years; \$11.00 for one year, together with the copy of the engraving, on receipt of \$12. The picture is also offered as a premium for clubs of subscribers.

650 CASH PRIZES.

In addition to the above premium, the Publishers will pay \$1,200 in CASH PRIZES for lists of subscribers sent by February 10, 1870. Persons who want to compete for these prizes, should send at once for prospectus and blanks for names.

Terms of Scientific American, one year, \$3.00; six months, \$1.50; four months, \$1.00. To clubs of 10 and upwards, terms \$2.50 per annum. Specimen copies sent free. Address the Publishers.

MUNN & CO., 37 Park Row, New York.

How to get Patents.—A pamphlet of Patent Laws and instructions to Inventors sent free.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with all favorable terms, both as regards price and terms of payment. The indisputable. Apply to

CHARLES KIRK, on the Premises.

newburgh also requires the expenditure of five hundred dollars within the limits of the village being handed over a similar amount, and that the road will cross Nos. 16 and 17, between C. H. Miller's and Jasmin File's dwellings, and that a suitable station shall be built on one of said lots.

ANDERSON.—We have not yet seen the by-law of this township, but understand that the conditions are that one shall enter the township at Yarker, and that there shall be a station at that place, and another at Ireville.

GOUGHBOROUGH.—The by-law of this township, as signed by Mr. Wood elsewhere, at first stipulated for a station at Sydenham, but was afterwards altered, and the bonus is now conditional on the road leading to Knowlton Lake, five miles north of that village.

YORKLAND.—The bonus here is conditional on a station being built at Harrowsmith, and on "the completion of the road to that point."

YESTER.—The City papers have been expecting the City Council would have been prepared with a by-law before this time; but even if it had been enacted it will be too late for us to know what its provisions are to lay them before our readers this evening.

Madoc Township Council.

TOWN-HALL, Monday, Feb. 7, 1870.

PRESENT:—A. F. Wood, Reeve; T. Cross, Deputy Reeve; and James Blair, John Tassie, and S. D. D. Councillors.

Information was received from James Maitland and asking that the amount of the tavern license be lessened.—The Council reduced the license fees outside the village by \$5.

Sum of \$50 was ordered to be paid to Wm. or road work on the hill, near Bond's.

Following appointments were made for the 370:—

ATORS.—C. Gream, W. H. Jones.

RECEIVERS.—Thomas Allen, John N. Moore, at sh.

RECTOR.—Donald Nicolson, at \$75 per annum.

REVENUE SURVEYOR.—John H. Dunn, at \$1,50 per day employed by the Council.

REVENUE AND LICENSE INSPECTOR.—John H. Dunn.

REVIEWERS.—No. 1 Division: N. H. Bristol, Riggs, J. H. Dunn.

REVIEWERS.—Hugh McKenzie, James O'Hara, senior, et al.

REVIEWERS.—Levius Empey, H. Robinson, J. Carman.

REVIEWERS.—Cunningham Long, Wm. Wood, Charles

Pathmasters.

W. Whytock, John Love, S. H. McCoy, James Roy, Daniel C. Ketcheson, John N. Moore, Peter Vankieck, S. D. Caskey, William Thompson, James M. Harrison, James Caskey, John Long, John Tassie, James O'Hara, junior, William Fox, William Fox (innkeeper), William Chambers, William Parks, Jerbrand Empey, John Cooke, John Nicoll, John McLaren, Howland Mack, Francis Daws, Charles Sandford, Peter McCallum, Theophilus Mahoney, Walter Gray, James Tassie, Rufus Palmer, Samuel Hemstreet.

Poundkeepers. Joseph Hazzard, Wm. Woolley, Wm. Fox, (innkeeper), Joseph Bateman, Peter Murphy, Ammi Curtis, Wm. Mumby, John Sager, Oscar Bristol, William Montgomery.

N. H. Bristol.

The Council, after reading the by-law confirming the above appointments a first time, adjourned till Tuesday.—On Tuesday, the by-laws were passed, and the Auditors' Report for 1869 was presented, from which it appears that the receipts were \$6,692 90, and the expenditures \$6,612 62; leaving a balance in the Treasurer's hands of \$79 96.

THE CHURCH OF ENGLAND TEA-MEETING.—The annual Tea-meeting in aid of the Church of St. John the Baptist, Madoc, will be held on Tuesday, the 22nd instant, at the Huffman House. A Concert of vocal and instrumental music will form part of the evening's proceedings.

THE MADOC INSTITUTE.—A meeting of the recently formed "Mutual Improvement Association" was held in the School-house on Tuesday evening, the Vice-President, A. F. Wood, Esq., in the chair.—Owing to the indisposition of the President, the Rev. Mr. Mockridge, his expected address was obliged to be again deferred. Capt. Rawe accordingly, in fulfillment of an arrangement previously made in anticipation of this contingency, entertained the audience by reading "the Cenotaph," "the Ghost," and another piece from the "Ingolby Legends."—After the reading was concluded, resolutions were adopted to substitute for the original somewhat lengthy designation of the society the shorter title of the "Madoc Institute"; and requesting Messrs. F. E. Seymour, J. W. Dafoe, and the Rev. Mr. Robinson to read some pieces to be selected by themselves, to the meeting on Tuesday next,—the readings to be followed by a debate on the subject, "Is it desirable to have a Reading Room in the Village?"

A NEW SURVEY.—We are glad to learn that Dr. Boulter, M.P.P., has succeeded in inducing the Crown Land Commissioner to order the survey of the Township of McClure in North Hastings, and that orders have been sent to Mr. Kennedy, of the firm of Forneri & Kennedy, Madoc, to proceed at once with the work.—There are a number of settlers in that Township who will now be enabled to know where their land is. We believe there is some good land in McClure, which will, when laid out into lots, be soon taken up.—*Intelligencer.*

AMERICAN SILVER.—A telegram from Ottawa says the Governor General will issue his proclamation immediately as authorised by law, ordering that American silver shall only be legal tender at the rates mentioned in the Finance Minister's circular; half dollars 40c, quarter dollar 20c, and so on for the other coins after 10th April.

ADVERTISEMENTS.

FOUND!

BETWEEN the Village of Madoc and Tuller's Burying Ground, a sum of Money,—which the rightful owner can receive at the hands of the Subscriber, by proving property and paying for this advertisement.

WILLIAM CONLEY,
Huntingdon.

Madoc, 4th Feb., 1870.

LIST OF LETTERS

Remaining in Madoc Post Office, Feb. 1st, 1870.

Best, James R. Kein, Mrs Hannah Burns, Robert Kent, D. Borland, S. J. Laferty, Mrs Edward Bradshaw, David McConnel, A. Conley, Lawrence Macquillan, James Dulmage, Samuel McGee, Miss Mary (2) Dawe, Wm. Norris, Colman Ellis, Mrs Ann O'Connor, David Eggleston, Hannah Pelow, Lewis Elievier, Peter Richardson, Miss Mary Embury, Jno. Rikely, Jacob Fletcher, Mr. Stone, E. B. Glover, P. Sandford & Chambers Haugh, Miss M. Shaw, Mrs W. Haugh, Martin Thompson, James Haugh, Miss Mary (2) Vanderwater, S. (2) Harrison, Mrs Almira White, Jno. Johnston, Stephen Yeomans, Dr.

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, Postmaster.

GEO. W. HOWELL, M.D.

PHYSICIAN AND SURGEON.

GRADUATE of Queen's College, Kingston.
LICENTIATE of the Royal College of Physicians and Surgeons, Kingston.

RESIDENCE, TWEED.

Lands for Sale.

LOT 32, 7th Con., HUNGERFORD.

" 26, 2nd " "

" 15, 11th " "

West Half of 7, 14th, BUNTINGDON.

10, 2nd, MADOC.

East Half 11, 2nd, "

23, 8th, BELMONT.

20, 8th, "

Any person found trespassing will be prosecuted.

Apply, postpaid, to

MACLELLAN & MACLELLAN,

Solicitors for Owners.

Belleville, 29th January, 1870.

DESCRIPTION OF THE VARIOUS SYSTEMS of

WOODEN RAILWAYS,

In connection with the Report of the Special Committee named by the Toronto Legislature, to investigate and inquire into their Usefulness and Cost for Colonization Purposes. With Woodouts.

By JOHN FOSTER, C.E.

To be had of C. G. WILSON, Chemist & Druggist, Durban Street, Madoc.

Price, Twenty Cents.

SAW-MILL FOR SALE.

THE Subscriber, wishing to retire from the Mill Business, offers for sale his MILL, with 50 ACRES OF IMPROVED LAND, with GOOD FRAME BUILDINGS; or

150 ACRES OF LAND, to suit Purchaser.

The whole will be sold, *en bloc*, or in three separate parts.

Situate in the Township of ELZEVIR, Lot No. 10, First Concession.

For further particulars, apply to the proprietor, or the premises, or at the MERCURY Office, Madoc.

S. J. SAGER.

Jan. 25, 1870.

TENDERS WANTED

FOR A NEW FRAME SCHOOL-HOUSE, in School Section No. 12, Madoc.

Plans and Specifications can be seen on application to the undermentioned Trustees.

Tenders will be received until THURSDAY, the 10th day of February next.

The Trustees will not be bound to accept the lowest or any Tender.

D. NICOLSON, JOHN BROWN, { Trustees.

Madoc, Jan. 27th, 1870.

NOTICE.

A SPOTTED HOUND came to my place on or about the 20th day of December last. The owner can have the same by proving property, paying charges, and applying to

WILLIAM HALLSEY.

Lots 45, 46, Hastings Road, Tudor.

Tudor, Jan. 20th, 1870.

WANTED!

A TEACHER for School Section No. 19. MADOC.

Apply, stating Salary and qualification, per letter, post-paid, Bannockburn P.O.

JAMES MAITLAND,
HUGH MCLEOD,
W. McCALLUM, { Trustees.

Bannockburn, Jan. 18, 1870.

ASSAYING!

W. H. PALMER, having fitted up the Labora-tory of the "Bay State" Mill, is now prepared to Test ORES at the following rates:

Test by Aqua Regia \$1 00

Microscopic Examination 1 00

Assaying 10 lbs by a Mill Process. 3 00

Madoc, Jan. 4th, 1870.

MISCELLANEOUS NEWS.

A silver mine has been discovered in Carrarvonshire, Wales.

The grass is green on the Boston Common and boys are playing foot-ball upon it.

A London Omnibus Company carried twenty million passengers during the first six months of 1869.

Uxbridge has a decent public hall. The other day the company which owns it declared a dividend of nine per cent.

Washington correspondents are surprised that according to custom there, "a brass band did not escort Prince Arthur to church."

The arrival of the Great Eastern at Bombay is confirmed. The great ship will soon be at work laying out the Red Sea Cable.

Mr King has established a branch of the Bank of Montreal in London, England. Sir John Rose is one of the managers.

It is stated as an indication that Montreal is to be abandoned as a garrison that officers have been advised not to re-lease dwellings this year.

A bill making drunkenness in public officers a misdemeanour, and punishable as such, has been introduced in the Tennessee Legislature.

Bishop Taube, of Red River, arrived in Montreal on the 3rd instant from Rouen, and will leave immediately for the North-West, to settle affairs out there.

On the 19th of February the emancipation of the Russian serfs will be complete, as from that date they will be permitted to migrate from their communes and settle in any part of the Czar's domains.

Government has concluded the purchase of the Royal Insurance building, Montreal, for a Custom House. The transfer will be completed on the first of May.

A nautical instrument maker of San Francisco has made a telescope for the Merchants' Exchange, of that city, by which the names and signals of vessels can be distinguished fifteen miles at sea.

The Dunkin Temperance law has been carried in Prince Edward County by a large majority. It is to be submitted to the vote of the electors of Sidney on the 26th inst.

The walls of Constantinople, completed fifteen centuries ago by the Emperor Theodosius, are to be pulled down, and the stone work in them employed in various municipal improvements.

The Washington *Chronicle* makes the startling statement that the agitation of the question of removing the capital "has already cost the people of Washington not less than \$12,000,000 within a year in the depreciation of real estate."

There has been a gold stampede in Indiana, owing to a miner from California having discovered some quantity of the precious metal, at Big Creek, Clark Co., in that State. People are leaving all other business in the rush for gold.

The Charlottetown Argus understands that a despatch has been received from the British Government to the effect that Gov. Dundas is not to return to Prince Edward Island, and that that Province is in future to pay the Governor's salary.

A South Carolina paper declares that a young man who lost his wife last week married another while friends were making preparations for the funeral, and with his bride followed the remains sorrowfully to the grave.

Liquid ammonia, injected into the veins, has proved a successful cure in the most critical cases of snake-bites. A small syringe, with a sharp point for making the injection, is manufactured and sold in Melbourne, and few travel in Australia without one.

A colony of one hundred families from Nova Scotia has settled at Rush City, Minnesota, on the line of the Lake Superior and Missouri Railroad. The men are engaged in chopping wood on the town site, and have cut five thousand cords this winter.

A gentleman from the Upper Ottawa states that there is little or no frost in the swamps this winter, which indicates the early opening of the river. This will be favourable for the transit of troops and emigrants to the Red River in early spring by Fort William to Fort Garry.

The Ottawa Free Press says: "The coming session will be known as the great explanatory session of the first Parliament of the Dominion of Canada." It enumerated explanations from Sir John A. in reference to the retirement of Sir John Rose; also, explanations of Sir Francis Hincks. Hon. Messrs. Ai-

kiss, Dunkin and Morris, and the triangular duel between Messrs. McDougall, Howe and Tupper.

A State Ball is to be given at Rideau Hall, on the opening of Parliament, in honour of Prince Arthur.

The *Globe* states that five families, comprising about twenty-five persons in all, arrived in Toronto on the 3rd instant from Illinois, on their way to the Muskoka District, where they intend to purchase land and settle. They were all English, and had been residing in Illinois about six years.

The Army and Navy Gazette of the 15th ult. contains the following important item:—"The troops now stationed in British North America will be withdrawn during the present year. At Halifax alone a garrison will be retained at Imperial cost. A proposal has, however, been sent to all the colonies to allow Imperial troops to remain in each, provided all the contingent expenses are defrayed by the Colonial exchequer.

The playful negroes of New Orleans occupy the whole breadth of the sidewalk when promenading. The other evening a gentleman protested against being thrust into the street, and a saucious negro shot him dead. Another jocund black shot at him as he fell but missed his aim and winged an aged negro across the street. The police being thoroughly reconnoitred, there were no arrests.

At the opening of the Newfoundland Legislature, on the 3rd instant the Lieut.-Governor in his speech expressed a hope that nothing would occur to prevent the Colony from becoming Confederate with Canada. On this the Anti-Confederates moved a vote of no confidence, and asking His Excellency to call upon Mr Charles Fox Bennett to form a Ministry. This was carried by 21 Antis to 8 Confederates.

The *Globe*'s Ottawa correspondent states that the Hudson Bay Territory purchase money is to be paid over about the first of May, and he adds the further information that, with the concurrence of the Imperial Government, the Hudson's Bay Company will be held responsible for the administration of affairs, past and present, and up to the date above mentioned. As they have taken no steps to assert their authority, it is said that they will have to bear the losses attendant on recent events.

The Montreal Board of Trade, in a letter to Sir F. Hincks, deprecates any immediate legislation on the silver nuisance question. The Board considers that the convenience afforded by the American money counterbalances its evils. No objection is urged to the issue of further Canadian coinage, but a penal law is strongly discouraged. The probable early return to specie payments in the United States is given as a reason for deferring any immediate action in the matter.

Prince Arthur went through Central Park on Sunday with his party, and discarding carriages entirely made something like a dozen miles within two hours, pedestriinating. The result is that walking is becoming fashionable in New York, and upper tendon is making the discovery that it is not necessarily and essentially vulgar to use one's legs in the process of locomotion, if a live Prince can walk instead of riding. Shoddy and Petroleum can follow the example without debasing themselves to the level of the impudentius.

THE PROPOSED FRACTIONAL NOTES.—The Montreal *Witness* approves of the Finance Minister's proposal to issue small notes as a temporary substitute for American silver. It says:—"If such fractional notes can be made to take the place of the depreciated silver, great good will result to the community.

The wages of the labourers will be paid in gold or its equivalent, and it will be easy to remit all manner of sums by mail, without resorting to postage stamps, which, like silver, are subject to a heavy discount. The experience of the United States has shown that fractional currency in paper is very convenient for all purposes, though the variety of denominations and issues thereof render it somewhat confusing. To have just one fractional bill, and that for 25 cents, will, we think, answer all purposes much better than a variety of small bills. There has always been an objection to small bills, or, as they are called 'shin-pasters,' in the minds of many, for which it would be difficult to give any precise reason. Of course, if they were not promptly redeemable in gold they would be decidedly objectionable, just as larger irredeemable bills would be. But, if redeemed in the same way as larger bills, the people would have all the convenience of them, whilst the government would virtually effect an additional loan of a few millions from the people without interest, besides the profit of all that happened to be destroyed. If it be wrong for the government to borrow from the people, it is

wrong for it to issue any paper money; but if not there can be no valid objection that we can see to this kind of issue."

VARIETIES.

When is iron like a band of robbers?—When it is united to steel.

He who does his best, however little, is always to be distinguished from him who does nothing.

What a difference it makes whether you put Dr. before or after a man's name.

A Chinese thus describes a trial in the English law courts: "One man is quite silent, another talks all the time, and twelve wise men condemn the man who has not said a word."

"Mother, I shouldn't be surprised if Susan gets stoked some day." "Why Charley?" "Because John Wipay twisted his arm around her neck the other night, and if she had not kissed him to let her go, he would have strangled her."

Boston, U. S. boasts of a man who, on his hundredth birthday, ordered a pair of shoes, saying he wanted them stoutly made. The shoemaker remarked that he might not live to wear them out; but his customer sharply retorted that he began this hundred years a good deal stronger than he did the last.

Dean Swift is said to have preached three anniversary sermons before the Merchant Tailors' Company from the texts—"Steal no more;" "Yet a ransom shall be saved;" "There were lice in all their borders;" and it is added, "somewhat superfluously, that the three sermons gave great offence to the listeners."

A mysterious deaf girl has been agitating San Francisco. A reporter went to interview her, and while taking down the points indulged in remarks which would not have been complimentary if she could have heard them. She stood it for some time, but finally emptied the coal scuttle over him, and pitched him down stairs. He doesn't believe she is deaf.

A clergyman was preparing his discourse on Sunday, stopping occasionally to review what he had written and to erase that which he was dispossessed of. When he was accosted by his little son, who had numbered but five summers, "Father, does God tell you what to preach?" "Certainly, my child." "Then what makes you scratch it out?"

Some intoxicated Yale students knocked at the door of a fellow student who was not intoxicated. The latter at once "went for" his visitor, when the soberest of the party told the offender to ask the student's pardon. A little too far gone to comprehend the situation, he staggered up and said: "Mr. —, if I pounded on your (hic) I thank you." The apology was considered sufficient.

A college professor encouraged his geology class to collect specimens, and one day they deposited a piece of brick, streaked and stained, with the collection, thinking, to impose upon the doctor. Taking up the specimens, the professor remarked:—"This is a piece of baryta from the Cheshire mines;" holding up another, "This is a piece of feldspar from the Portland quarries; and this," coming to the brick, "is a piece of impudence from some member of this class."

During the time the late Sir Vincent Cotton drove the "Age" fast coach to Brighton, he made the horses spin along at a dashing rate down the hills on that up and down country. On one occasion a nervous passenger outside ventured to remonstrate, and ask if he had no consideration for the lives and limbs of the passengers. "What the deuce are your lives and limbs to me?" was the reply; "don't you know I'm behind time!"

WALKING AND RIDING.—An Irishman took the train from London to Liverpool. On arriving in that town, he remarked that, "if he had known he could have made the journey in so short a time, he would have walked it afoot."

LOVE AND BEEF.—A bachelor uncle, to whom his nieces applied for advice on the question of choosing between two suitors, one of whom was rich and the other poor,—the latter, of course, being the most ardent, as well as the favourite lover,—sententiously replied, "My dear, the question being stripped of all illusory elements, your choice simply lies between love and beef. Now, love is an idea, while beef is a reality. Love you can get along without; but beef you must have. Therefore, make use of your beef."

THE MADOC MERCURY AND NORTH HASTINGS MINING NEWS.

No. 372.

MADOC, (HASTINGS CO., ONT.,) SATURDAY, FEBRUARY 19, 1870.

PRICE TWO CENTS.

BY-LAW NO. —

A BY-LAW TO AID AND ASSIST THE KINGSTON & MADOC RAILWAY COMPANY BY GIVING \$10,000, to the Company by way of Bonus, and to authorize the levying of a Special Rate for the payment of the Debentures and Interest.

WHEREAS the MUNICIPAL COUNCIL of the TOWNSHIP of HUNGERFORD, in the County of Hastings, Province of Ontario, are desirous of aiding the KINGSTON AND MADOC RAILWAY COMPANY by way of Bonus in accordance with the provisions of "An Act to incorporate the Kingston and Madoc Railway Company," passed in the third session of the Legislature of the Province of Ontario, and in the thirty-third year of Her Majesty's reign, to the extent of TEN THOUSAND DOLLARS, upon the terms and subject to the conditions hereinafter mentioned:

And whereas, to carry the last recited object into effect, it is necessary for the said Municipality to issue the said sum of Ten Thousand Dollars in the manner hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any increase of the same, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinafter mentioned, or part thereof, according to the last revised Assessment Roll of the said municipality, being for the year One Thousand Eight Hundred and Sixty-nine, Two Hundred and Ninety one Thousand, Three hundred and Sixty Dollars (\$291,360):

And whereas it will require the sum of Eleven Hundred Dollars to be raised annually by special rate for paying the said debt of ten thousand dollars and interest on debentures to be issued as hereinafter provided:

And whereas the amount of the existing debt of said municipality is the sum of Nothing for principal and the sum of Nothing for interest:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the debt of ten thousand dollars as hereinafter mentioned, it will require an equal annual special rate of four mills in dollar in addition to all other rates to be levied each year:

And whereas by the seventy-seventh section of the Railway Act, chap. sixty-sixth of the Consolidated Laws of the late Province of Canada, it is provided no municipal Corporation shall subscribe for or incur any debt or liability under the said Law or the special Act unless and until a Law to that effect has been duly made and passed with the consent first had of a majority of qualified Electors of the municipality in the manner determined by the By-Law, after publication thereof, containing a copy of the proposed By-Law, inserted at least four times in each paper printed within the limits of the municipality, or if none be printed therein, then in some or more newspapers printed in the nearest city, town, and circulated therein, and also put at least four of the most public places in the vicinity:

IT THEREFORE ENACTED by the Municipal Council of the Township of Hungerford, in the County of Hastings, that it shall and may be lawful for said municipality, for the purposes aforesaid, to aid and assist the Kingston and Madoc Railway, by thereto the sum of Ten Thousand Dollars, by Bonus:

It shall be lawful for the purpose aforesaid, by the Reeve of said municipality, and he is hereby caused to issue Debentures to the extent of ten Dollars, in sums of not less than Twenty each, and that said Debentures shall be with the seal of the said municipality, and by the Reeve and countersigned by the Treasurer of the said municipality:

The said debentures shall be made payable ten years from the date hereinafter mentioned

for the By-Law to take effect, at the office of the Merchants' Bank of Canada, Belleville, and shall have attached to them coupons for the payment of interest at the rate and in the manner hereinafter mentioned:

That the said debentures shall bear interest at and after the rate of Six per cent. per annum from the date thereof, which interest shall be payable yearly on the first day of March in each and every year at the office of the Merchants' Bank of Canada, Belleville:

That for the purpose of forming a Sinking Fund for the purpose of payment of said debentures and the interest thereon, at the rate aforesaid, an equal special rate of four mills in the dollar shall, in addition to all other rates, be raised, levied, and collected in each year, upon all the rateable property in the said municipality, during the said term of Twenty years from the coming into effect of this By-Law, unless such debentures shall be sooner paid:

That the debentures to be signed and issued as aforesaid shall be delivered by the Reeve of the said municipality to Trustees to be appointed in accordance with the Act incorporating the said "Kingston and Madoc Railway":

That this By-Law shall take effect on, from and after the first day of June in the year of our Lord One Thousand Eight Hundred and Seventy:

PROVIDED ALWAYS, and it is hereby declared, and this By-Law is passed subject to the following

CONDITIONS and STIPULATIONS:

That before the said Reeve shall deliver the said debentures or any of them, the Directors of the said Railway Company shall, for and on behalf of the said Company, furnish and deliver to him an agreement under the seal of the Company, to run the said line of railway within one half mile of the Village of Tweed, and erect a Station for the accommodation of said Village of Tweed:

And it is further enacted by the Municipal Council aforesaid, that the Votes of the Electors of the said municipality will be taken on the said proposed By-Law at the following places:

At the Electoral Division, No. 1, in the Thomasburgh School House,—Forbes Sherry, Returning Officer;

Electoral Division, No. 2, in the Town-Hall,—George W. Howell, Returning Officer;

In Electoral Division, No. 3, in Downing's Hall, in the Village of Tweed,—John Bowell, Returning Officer;

In Electoral Division, No. 4, in Byrn's School House,—Daniel Byrn, Returning Officer;

In Electoral Division, No. 5, in Bogart's School House,—George Clare, Returning Officer.

TAKE NOTICE

That the above is a true copy of the proposed By-Law which will be taken into consideration by the Council of this Municipality after one month from the first publication in the MADOC MERCURY Newspaper, the date of which first publication was on Saturday, the 5th day of February, A.D. 1870, and that the votes of the Electors of the said Municipality will be taken in the various Electoral Divisions as mentioned in the above By-Law, on MONDAY, the Seventh day of MARCH, 1870, commencing at Nine o'Clock in the forenoon, and closing at Five o'Clock in the afternoon of the same day.

GEORGE W. HOWELL.
Township Clerk.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of his Grant-Hall, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with favourable terms, both as regards price and terms of payment. Title indisputable. Apply to

CHARLES KIRK, on the Premises.

C. G. WILSON,
CHEMIST AND DRUGGIST.
DURHAM STREET, MADOC.

MR. GREAM,
NOTARY PUBLIC,
Solicitor and Attorney of the Chancery and Law Courts
of England,
Conveyancer, Coroner, &c.

JOHN DALE,
MARRIAGE LICENSE AGENT,
MADOC.

J. R. KETCHESON,
Registrar of Births, Deaths, & Marriages
and Township Clerk,

WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FORNERI & KENNEDY,
CIVIL AND MINING ENGINEERS, PROVINCIAL LAND
SURVEYORS, and LAND AGENTS.
OFFICE, Next Door to the Huffman House, MADOC.
LANDS Carefully Examined and Reported on.

Money to Loan.

C. C. FORNERI, C.E. & P.L.S. L. KENNEDY, C.E. & P.L.S.
All Orders by Mail receive Immediate Attention.

WILLIAM MOORE,
Boot and Shoemaker,
DIVISION STREET, MADOC.

Repairs neatly and cheaply executed.

G. M. BROOKS, Madoc,
AGENT for BENNETT & BAIN'S Celebrated
ALE, BEER and PORTER.
The Trade supplied on Liberal Terms.

E. FRANKLIN,
Licensed Auctioneer, for Hastings Co.,
MADOC.

MONEY advanced on Consignments.

Sales in any part of the County attended on
moderate terms.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition
of the DAILY NEWS, Kingston), is published
every Friday at Two Dollars per annum. Sent six
months for One Dollar. DAILY NEWS, Five Dollars
per annum.—Address the Publisher, Kingston.

FOR SCHOOL BOOKS, STATIONERY,
AND CHILDREN'S BOOKS,
At Publishers' Prices, Call At

WILSON'S DRUG STORE,
DURHAM STREET, MADOC.

Dentistry.

GEO. W. WALKER, L.D.S.,
SURGEON DENTIST, BELLEVILLE,

WILL be in his ROOMS at MOON'S Hotel
Madoc, on the first MONDAY and TUESDAY
of every Month.

JOB PRINTING

EXECUTED AT THE MADOC MERCURY OFFICE

With Taste and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!



THE MADOC MERCURY
AND
NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, FEBRUARY 19, 1870.

Railway Meeting at Centreville.

The apparently unaccountable delay on the part of the City Council of Kingston to submit the by-law granting the promised bonus of \$50,000 to the railway, and the energetic appeals of "Old Hickory" and others to the people of that City to drop the scheme and save themselves from alleged ruinous—having given rise in the minds of not a few

Madoc to an uneasy suspicion that Kingston was out to "back out"—we accepted an invitation from Mr. Wood to accompany him to Centreville, where

had appointed to meet the ratepayers on the 15th instant—with the view of personally ascertaining as far that dispiriting feeling had extended to the people of other localities interested, as well as to obtain a better idea of the capabilities of the intervening section of country to sustain a live railroad, and here let us observe that if there are any who will entertain the opinion that holding these meetings a mere holiday excursion for Mr. Wood, they could have found that idea pretty effectually dispelled if they had faced the snow storm on Monday last, which was so severe that from the time we left Madoc till arriving at Tamworth, but three teams were met on the road, and outside of the villages, scarcely half a dozen persons were visible throughout the day.

Arriving at Tweed, we found that in the immediate vicinity the feeling on the railway question is still as strong; but that the friends of the road deem it advisable to hold meetings in other parts of Hastings, to discuss matters fairly with some who are inclined to oppose the scheme.

Leaving Tweed and crossing Stoo Lake, the route taken through the township lay somewhat south of Bogart's, and through a rougher country than the railway track will follow. Indeed, some parts are as rough, and still as uncleaned as the neglected portions of the townships to the North of Madoc; but his tract, uninviting as it now appears, will become vastly increased in value by a railway passing near it. As it is, the business now being done in getting out railway ties and cedar bolts, takes its way eastward to the lake near Erinville in Sheffield, where huge piles of ties are deposited on the ice, ready to be floated to the front on the breaking up of winter. Passing this point, and proceeding on to Tamworth, we found the Township Council just breaking up after holding a special meeting on the Railway question, to the advantages of which the people of that section are fully wide-awake. From the general appearance of the country, and the neat and thriving look of the village of Tamworth, with its nineteen stores and well appointed hotels, there seems no reason to doubt that the Tamworth station will supply a fair quota of traffic to the railroad. After a hearty welcome, and declining a cordial invitation to stop for the night at Tamworth, the "railway delegation" proceeded as far as the house of a former resident of Madoc,—Mr. George McGaughay—who now lives about a mile from the village of Centreville, and hospitably entertained the weary travellers after their fatiguing day's journey.

Starting for Centreville in good season the next morning, we found, on arrival there that, as might have been expected, while there was a very general desire for railway accommodation, there was less enthusiasm than existed a short time ago, from the impression that the recommendation of route by the Kingston Directors was unfavourable to the interests of Camden, and that there was reason to doubt the intention of the people of that city to go on with the project, so warmly taken up at first. Here, too, in the course of conversation, we came across a rumour of which we had heard nothing before, that a project had recently been discussed in Napanee to run a road from that place to Tamworth in the event of Kingston dropping the present scheme. Let the Kingstons make a note of that. As will be seen from the brief sketch annexed of the proceedings at the meet-

ing, that Mr. Wood's visit was quite opportune, and resulted in restoring a lively interest in the project, and in determining the people of that section to have the by-law submitted with as little delay, and voted upon as early as possible, so as to be able to urge their claims to consideration when the route for the road comes to be finally settled.

Returning homewards by way of Napanee, we feel fully satisfied of the capabilities of the western half of the section between Kingston and Madoc to support a railroad; and cannot believe for a moment that the resources of the back country which have built up such thriving, bustling towns as Belleville and Napanee are inadequate to bear the cost of the construction of the road. We feel equally convinced that if Kingston hesitates now, the depreciation of the value of real estate in that city will, in a very few years, exceed the cost of the road, even if Kingston had to bear the whole expense of constructing it, instead of merely contributing a fair proportion.

The meeting was held in the Town-Hall, Centreville, which was fairly filled, although no special notice had been given. The chair was taken by Mr. Lake, Esq., Reeve of Camden; and M. Rombough, Esq., was appointed Secretary.

The Chairman, after briefly stating the object of the meeting, said that the Township Council had drawn up a by-law which provided for granting a bonus to the projected road, on condition that the road entered the Township at Yarker, passing thence to Newburg and Enterprise, but they had thought it was no use to submit the by-law in consequence of the position taken by the Kingston Directors, and it would be for the meeting to say whether it would be well for the township to submit the by-law, the provisions of which had for their objects the enhancement of the value of the property of the township, as well as the accommodation of the ratepayers, as under its conditions, if accepted, no one point in the township would be more than eight miles from a station. He then called upon

ALLEN CATON, Esq., Reeve of Newburgh, who said that as far as the municipality of Newburgh was concerned, it had passed a by-law which was to be submitted to the people on the 7th of March. They had made out in entire good faith, and the project would not fail for lack of enterprise on their part. Their interests were identified with Camden and Sheffield; and he believed it would be better for the interests of the road and of the taxpayers, who are to raise the bonus and the stock, for the road to go that way, as its business would thereby be increased to a great amount. He knew of no other township that would contribute more largely to pay for the road than Camden. It was true there was considerable speculation as to what course the road would take, and if it did not go through the township, they would not be called on to pay any taxes for it. The people of Newburgh were in earnest, and there was very little opposition to the by-law for the bonus, or to raising stock for the road. Already \$2,000 of private stock was promised. It rests upon Camden now to act—let her do so in perfect good faith, and if she fails, she will only have done her best. He alluded to a proposition having been made some two years ago in the County Council for a road from Napanee to the wooded country, and that a committee had been appointed, but that nothing had been done; and after speaking of the importance of railroads, and of the extent to which Western men were opening up the country by liberal grants, said that we must not let this matter lag tamely on our hands. He repeated his conviction that the road would be a success if it passed through that section of country, and begged to be excused from making any lengthy remarks, as Mr. Perry, the Father of railroads, was present, as well as Mr. Wood, to address them on the subject.

The Chairman next called upon Mr. Wood, who spoke for nearly an hour and a half, fully discussing the advantages of a local railroad, in which the expensiveness and jobbery which had characterised the construction of other roads, enriching engineers and contractors at the expense of the stockholders, should be carefully guarded against. He was listened to throughout with close attention, and his remarks were frequently applauded.

MR. PERRY, Esq., of Tamworth, being loudly called upon by the meeting, next took the stand, and after telling the audience that they were not very wise in asking on him to speak, instead of going home and cogitating on what Mr. Wood had so clearly and explicitly placed before them, proceeded, after some humorous introductory remarks, to say that Camden was always ready in former days to tax herself for roads. He asked if any one regretted the taxes for those roads this day; if not, they must have done

good, and if a benefit had been derived from present roads, was it not reasonable to expect that greater facilities will benefit the people in a greater ratio? When \$18,000 had been spent on these roads, why demur to \$10,000 for a railroad, which would reduce the price of transportation to the seaboard, leaving the balance in favour of the producer. He illustrated the value of railroads in increasing the price of farming produce through the establishment of local manufacturers, citing a case where instead of having to pay \$10 an acre for clearing land, \$20 an acre was paid for timber, to make charcoal for use in a manufacture. Wooden railroads stand much better than anticipated,—the cost was far less than for iron,—and the tax for such a road would be returned a hundred fold in various ways; men would be hunting up every article the farmers had to dispose of, and a home market for all the coarser articles would follow a railroad.

MR. WHALEN, Esq., for many years Reeve of the Township, followed with a vigorous speech in favour of a railroad; alluding to his early experience of the former bad state of the roads in Camden, when it took him four days and three nights to take a small load to Kingston and get home again. He then made up his mind that if there was any practicable plan of bettering the roads it should be done. In that determination he was supported by his colleagues in the Council, and now they could go to Kingston and get back the same night. They were not afraid of taxes in Camden, and would double the amount for a railroad if they were suited; if, however, the road was put back so far that it would be nearer to go to Napanee, they would not be so willing to contribute. But let us have the railway any way. (Applause.)

J. D. HAM, Esq., of Newburgh, and Messrs. Price and Paul, of the Camden Council, were invited to address the meeting, but declined to add anything to the exhaustive speeches already made.

R. GRAHAM, Esq., Deputy Reeve, spoke strongly in favour of the municipality taking stock in the road in addition to giving a bonus, of which he was more in favour than ever. He held in his hand the estimates of the probable expense and traffic of the road, which he would read to them.—Having done so, he said that allowing \$50,000 a year for officials, employee and running expenses, there would be a dividend of 8½ per cent. In Enterprise there was a movement for a "locality" bylaw for a bonus of \$5,000; besides \$3,000 or \$4,000 of private stock.

After a few remarks from Mr. Smallfield, who referred to Herapath's Railway Journal to show that on a well managed road the working expenses should not exceed 50 per cent of the gross receipts, and that on this basis, and deducting the bonuses, the dividend on the stock would be larger than mentioned by Mr. Graham.

On motion of Mr. W. Whalen, seconded by Mr. John Reid, a resolution was carried unanimously, calling on the Council to pass the bylaw and submit it to the people at an early date.

A vote of thanks to Mr. Wood, for his able and satisfactory explanations, and the light he had thrown on the various subjects discussed, was carried unanimously, and the meeting then broke up.

Kingston seems all right on the Railway question—the by-law for granting \$50,000 bonus having passed the Council by a vote of 18 to 3. It is to be voted on on the 15th of March. No one, so far charged with having written the letters of "Old Hickory" is willing to accept the accusation as a compliment.

THE DOMINION PARLIAMENT met at Ottawa on the 15th instant. The Governor-General's speech commences with congratulations on the prosperity of the country, and refers very briefly to the anxiety with which he has watched the course of events in the North-West Territories. The other subjects alluded to are the Bank charters, the laws on the subject of the Elective Franchise, and the laws relating to the coasting trade and merchant shipping in the British Possessions; the creation of a Court of Appeal; the next decennial census; the Militia; and the efforts to foster and encourage immigration. It concludes with a reference to the Governor's visit last year to different parts of the Dominion, and the contentment of the people with their position and prospects which he observed.

The session has commenced quietly, but it seems to be a very general opinion that the curiously mixed up Government has enough troubles on hand to justify the expectation of a political crisis in very short time.

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imates of the Probable Traffic and Cost of the K. and M. Railway.
At the special meeting of the Kingston City Council, called by the Mayor on the 10th instant, for the purpose of receiving and reading for the first time a bonus bylaw, Alderman Cunningham read the following communication from the Kingston Branch of the Provisional Directors of the Kingston and Madoo Railway:

The Council of the Corporation of the City of Kingston.

gentlemen.—The City Directors of the proposed Kingston and Madoo railway understanding that the Council are recommending a bonus of \$50,000 in aid of the enterprise will be brought up for your consideration this evening, beg to submit herewith for the information of the Council, the accompanying estimate, being founded chiefly on the report of Mr. Tandy, engineer, and Mr. Tandy, superintendent of Kingston locomotive works.

is an estimate of the anticipated earnings of the railway which is compiled from the best information the Directors could obtain from all sources.

The necessity of opening up the country in the future must be apparent to all who consider the sub-
sidiarily. From information received from the Land Agent, we find that there are 250,000

of land still unsoiled in the townships of Hinch-
cock, Oldin, Clarendon, Abinger, Miller, &c., that the resources of these townships in timber
and all kinds are almost inexhaustible. So

if the present enterprise succeeds, a branch line

way for colonization purposes would likely be

led through the aforesaid townships, and the
Government of Ontario should be solicited for aid, as
the enterprise would induce a large number of emi-

grants to settle in these townships annually, as we
have been informed on good authority that a large
portion of the lands are fit for agricultural and dairy

uses, the chief difficulty at the present time
being the distances from the market, which generally
several days from remote points; but which

is obviated by this road.

conclusion, the Directors, in commanding the
enterprise to the favourable consideration of
the citizens, are actuated solely by a desire to
forward an enterprise which they believe will
great benefit to the city in increasing business
and department, and which will also develop the
resources of the country, and increase the value of
property and afford a ready market for all kinds of
commodities.

of which is respectfully submitted.

WM. ROBINSON, President.
J. CARRUTHERS,
HENRY CUNNINGHAM,
A. LIVINGSTON.

Estimate of the Probable Traffic.

Products of Forest.

	Value.
lumber, 16,000,000 feet at \$1.50 per m.	\$24,000
ships' knees, hop poles and binders, 80,000 bundles of 1/2 m. at 5 cents per m.	1,000
ash maple and timber, 1,000,000 feet at \$1.50	4,000
" cords hardwood at \$1.25	1,500
" railway tie at \$2.00	2,000
" staves and shingle bolts	2,500
bundles hoopstitch at 2½c	500
" cords hemlock bark at \$1.50	1,500

Farm Produce.

tons of dairy produce at \$2.	
0 bushels of grain at 3c.	
do of potatoes at 4c.	
rels of potash at 50c.	
Mad of cattle at 60c.	
heep at 25c.	

Sundries!

nd dressed hogs, 200 tons at \$2	
10 car loads at \$15.00	
3½ tons at \$2	
3½ tons at \$2	
500 barrels at 40c	
400 barrels at 25c	
7. venison, &c., 5 car loads at \$15.	

Merchandise.

salt, salt fish, sugar, molasses, oils	
iron, 2,500 tons at \$2.	
Sundries.	

es, dry goods, shelf hardware, man-

inery, liquors, leather, stoves and

utensils, 1,500 tons at \$2.50

Iron and other ores	1,000
Passenger traffic from all points	16,000
Mails and express	2,000
Total	\$87,820

Estimate of the Probable Cost of the Undertaking.

Uniform Mileage Charges.	
Fencing	300
Right of way	200
Grading and ditching	1,500
Superstructure	1,760
Total	\$3,760

Rolling Stock.

3 locomotives at \$7,500	22,800
50 four-wheeled cars at \$225	11,250
3 passenger cars at \$1,250	3,750
10 eight-wheeled box cars at \$600	6,000
10 rubble cars at \$60	600
10 gravel cars at \$200	2,000
4 hand cars at \$125	500

Total

Engineering, stations, and railway sidings	\$46,900
and extra rolling stock and contingencies	46,100

ESTIMATED COST OF ROLLING STOCK BY MR. TANDY.

Locomotive engine, weight 32,000 lbs., the tractive and adhesive power of which would be equal to a load of 80 tons up a grade of 1 in 50 at the rate of ten miles per hour, the cost would be about \$6,000 each.

Passenger car, to seat from 36 to 40 passengers, about \$1,500 each.

Box freight car, with 8 wheels, to carry a load of from 8 to 10 tons about \$650.

Platform car with 4 wheels, to carry a load of from 5 to 6 tons, for \$220 each. These cars can be used for ballasting or any other purpose.

An engine of 24,000 lbs. weight could be built for \$6,000, but I would not recommend one of less weight than 16 tons.

G. F. TANDY.

THE SILVER "NUISANCE."—The Governor-General's Proclamation names the 15th of April next as the day from and after which American silver coin shall be a legal tender, to the amount of ten dollars in any one payment, at the following rates:—Half-dollars, Forty cents; quarter dollars Twenty cents; dimes, Eight cents; and half dimes, Four Cents. We do not see that any penalty is attached to paying out or receiving the proscribed coins at par, though we observe the "penalty" urged as an inducement to people to sell out their silver at once.

ADVERTISEMENTS.

FOUND!

BETWEEN the Village of Madoo and Tuller's Burying Ground, a Sum of Money,—which the rightful owner can receive at the hands of the Subscriber, by proving property and paying for this advertisement.

WILLIAM CONLEY,

Huntingdon.

Madoo, 4th Feb., 1870.

LIST OF LETTERS

Remaining in Madoo Post Office, Feb. 1st, 1870.

300	Best, James R	Kein, Mrs Hannah
7,500	Burns, Robert	Kent, D
400	Borland, S J	Laferty, Mrs Edward
125	Bradshaw, David	McConnel, A
600	Conley, Lawrence	Macquilan, James
500	Dulmage, Samuel	McGee, Miss Mary (2)
400	Dawe, Wm	Norris, Collman
150	Ellis, Mrs Ann	O'Connor, David
70	Eagleton, Hannah	Pelow, Lewis
75	Elvier, Peter	Richardson, Miss Mary
200	Embury, Jno	Rikely, Jacob
100	Fletcher, Mr	Stone, E B
75	Glover, P	Sandsford & Chambers
Haugh, Miss M	Haugh, Mrs W	Shaw, Mrs W
Haugh, Martin	Thompson, James	Vanderwater, S (2)
Haugh, Miss Mary (2)	Vanderwater, S	White, Jno
5,000	Harison, Mrs Almira	Yeomans, Dr
	Johnston, Stephen	

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, Postmaster.

GEO. W. HOWELL, M.D.,

GRADUATE of Queen's College, Kingston.

LICENTIATE of the Royal College of Physicians and Surgeons, Kingston.

RESIDENCE, TWEED.

Lands for Sale.

LOT 32, 7th Con., HUNGERFORD.

" 26, 2nd "

" 15, 11th "

West Half of 7, 14th, HUNTINGDON.

10, 2nd, MADOC.

East Half 11, 2nd,

23, 8th, BELMONT.

20, 8th.

Any person found trespassing will be prosecuted.

Apply, postpaid, to

MACLELLAN & MACLELLAN,

Solicitors for Owners.

Belleville, 29th January, 1870.

DESCRIPTION OF THE VARIOUS SYSTEMS

of

WOODEN RAILWAYS,

In Connection with the Report of the Special Committee named by the Toronto Legislature, to investigate and inquire into their Usefulness and Cost for Colonization Purposes. With Woodcuts.

By JOHN FOSTER, C.E.

To be had of C. G. WILSON, Chemist & Druggist, Durham Street, Madoc.

Price, Twenty Cents.

SAW-MILL FOR SALE.

THE Subscriber wishing to retire from the Mill Business, offers for sale his MILL, with 50 ACRES of IMPROVED LAND, with GOOD FRAME BUILDINGS; or 150 ACRES OF LAND, to suit Purchaser.

The whole will be sold, *en bloc*, or in three separate parts.

Situate in the Township of ELZEVIR, Lot No. 10, First Concession.

For further particulars, apply to the proprietor, on the premises, or at the MERCURY Office, Madoc.

S. J. SAGER.

Jan. 25, 1870.

Improved Farm FOR SALE.

THE Subscriber offers for Sale Lot No. 5 in the TENTH CONCESSION, MADOC,

County Hastings.

The farm contains about 240 acres, of which 70 acres are cleared and free from stumps. It is

WELL WATERED!

and has sufficient cedar upon it to fence the whole farm well. It has the name of being one of the best for farming purposes in the neighbourhood, although at present out of repair.

It is distant from Madoc Village on the east 3 miles, on the west from Bridgewater Village 4 miles. In-
tending purchasers of

IMPROVED FARMS!

would do well to see this place before purchasing elsewhere.

If required, the farm would be divided into North and South halves, and sold in that manner.

TERMS OF PAYMENT made Easy!
For further information inquire of A. B. ROSS & Bro., Madoc Village.

W.M. DARLING.

Montreal, Dec. 16, 1869.

ASSAYING!

W. H. PALMER, having fitted up the Labora-

tory of the "Bay State" Mill, is now pre-

pared to Test ORES at the following rates:

Test by Aqua Regia \$1 00

Microscopic Examination 1 00

Assaying 10 lbs. by a Mill Process 3 00

Madoc, Jan. 4th, 1870.

A HEAVY SNOW STORM, following a pouring rain the night before, prevailed all day on Friday. At the beginning of the week, the roads in the front had a scanty covering of snow for sleighing.

MISCELLANEOUS NEWS.

Delaware peach trees are blossoming.

The Russians are said to have invented nothing but a peculiar tea urn and ready-made cigarettes.

The Emperor of the French is now one of the largest landed proprietors in Spain. He has been buying land in that country for the last ten years.

The Quebec Government have reduced the prices of Crown Lands from the old price of sixty cents per acre to thirty. This extends to the counties of Argyll, Ottawa and Pontine.

The editor of the Quebec *Mercury* mentions a visit last week from a friend who may be fairly considered "the oldest subscriber." About the same time 65 years ago the same gentleman made his first visit to the editor and founder of the *Mercury* in the office on St. Louis street.

The discovery of a number of weapons and a quantity of ammunition in some of the loop-holes in the Sheerness fortifications has caused considerable excitement in that neighbourhood. The arms are of the same description as those used by the troops of the United States, and the placing of the weapons in the loopholes has been attributed to Fanatics.

An agitation which seems to promise ultimate, and, in act, early success, is ripe in the Ottawa valley just now, in favour of the construction of a railway from Montreal to the capital of the Dominion, and from thence to Carleton-Place, where it will connect with the Brockville and Ottawa, now in operation.

"Koshpoppy" is said to be the specific Indian appellation for ten cents. From the same etymon "poppycock" is probably the aboriginal generic term for paper currency. We want none of Sir Francis' "poppycock."

Extraordinary scenes are occurring at the telegraph offices throughout England. The dissatisfaction is universal, and the complaints of delay and error have been greatly multiplied since the new arrangement went into effect.

A Roman wit has discovered the habits of all the Western bishops at the Ecumenical. The English are always taking out something to eat; the American bishops are retiring to smoke. The French bishops are passing about and talking; the Spanish bishops are in little groups, talking their own politices; the Germans are silent and doing nothing. The Italians, if we may conclude from the example of the wit himself, are making their observations.

A complimentary dinner, on the occasion of the return of Mr. J. Ross Robertson, of the Toronto *Telegraph*, from the Red River Territory, recently took place at the Terrapin Restaurant. About 100 of the employees and others were present, including Hon. J. Sandfield McDonald, Hon. M. C. Cameron, J. Wallis and F. Cumberland, M.P.P.s. The affair was a complete success.

Mr. Begg, appointed by the Canadian Government to organize the Customs and Inland Revenue Departments in the North-West, states in his report that the imports for 1869, via Pembina, into the territory as recorded in the books of the United States Customs at Pembina, show a total of \$776,094. Of that amount \$521,865 were bonded goods from England and Canada, and the balance \$254,731 purchased in the U. S. The exports for the year 1869, via Pembina, were \$102,807.

A paragraph from the *Lancet* on the health of Her Majesty must interest everybody. It says:—"The Queen, we regret to say, has been suffering repeatedly during the past three months from neuralgia, affecting different parts of the body, and severe enough to seriously interfere with rest. Her Majesty has just recovered from a recurrence of neuralgia, attacking the face severely. The attacks have been attributable to disturbances of the nervous system, due to exposure, worry or excitement."

The Pope is run down with visitors. There was amongst others recently an over-zealous priest who came to solicit a brief forbidding ecclesiastics to use tobacco in any form, as being a source of scandal to their flocks. Pius IX. was very much amused at the humbly read him by the worthy missionary, who was struck dumb with confusion when his holiness pointed to his *tabatiere*, and said that "he could not in conscience forbid snuff, as he used it himself."

A noteworthy home gathering occurred at Mr. Thomas Scott's house in York, county of Addington, on the 20th ult. The Newburgh *Beaver* says the members of the family were called in from a distance. The aged pair with their nine children, gathered their family records together and found that children, grand children, and great grand children numbered

ninety-eight. Including the father and mother, one hundred were represented in that family gathering.

The people in the neighbourhood of Merrickville are indignant at the effrontery of a Yankee map canvasser, who induced a number of persons about six weeks ago to give orders for a map of North America. When delivered it was discovered to represent, as stated in the title, "The United States as it will be in 1900," and took in the whole continent, thus directly insulting every Canadian who paid for the article. The Merrickville Chronicle says none but a Yankee would have the impudence to enter Canada and canvass for subscribers to a map with such a title. Many of the parties who have invested in this map feel that they have been imposed upon in a very insulting manner; and we would advise the individual who aided in the imposition to keep out of the way.

The prevailing opinion among farmers, and others having live stock to dispose of, and which is incurred so forcibly by those engaged in buying, is that they lose one third of their live weight when dressed. But the Clinton *New Era* says that is far too great a reduction, and perhaps some would like to hear the results of actual experiment. The animal experimented upon was a hog not very fat, had it been fatter the reduction would have been less in proportion. It was bound and placed upon the scales, and weighed; it weighed two hundred and fifty-eight; then it was taken off, killed, and weighed again; this time it went two hundred and fifty-two, so that in bleeding it had lost six pounds; then, after it was dressed and made ready for market, it weighed two hundred and twenty-one and one-half, being thirty pounds and one-half less after being dressed than it was when bled, giving a total loss of thirty-six and one-half pounds, and this is a little less than one seventh of a reduction, so that those who sell live hogs allowing one third for waste must lose considerably if they sell a great number.

FOR THE DAIRIES.—American and Canadian buyers have been largely attending cattle fairs in the neighbouring towns for the purpose of procuring milch cows for dairy purposes. Good prices have been paid for first class milkers.—*Mt. Forest Examiner.*

FAIR TRADE.—The eminent French financier, M. Rouher, in a debate in the French Senate a few days ago, spoke as follows:—"I declare upon my soul and conscience, and after long study, my belief that free trade is the law of the future and the condition of high civilization. You that hear me will eventually arrive at that conviction, whatever may be your present state of incertitude. The inquiries that you are about to institute will show that on commercial liberty depends that precious benefit, the peace of the world, and consequently those cosmopolitan relations which procure the riches of nations."

FRACTIONAL CURRENCY. *Ottawa*, Feb. 10.—The temporary circulation of fractional paper currency is only designed to obviate the danger which might arise from the sudden withdrawal of American silver, the government being obliged to order new dies for twenty-five cent and fifty cent silver coins, the engraving and striking of which will occupy considerable time. It is believed that as the amount of American silver is diminished in accordance with the plan proposed by the government, British and Canadian silver will be withdrawn from the banks and come into circulation—the amount of the latter coinage now held in the bank vaults being estimated as high as \$430,000. The government has, in its possession, the old dies for ten cent and five cent pieces, and there will be no difficulty in striking off any amount of these coins which may be required.

RENUCATION OF HOLY ORDERS.—The renunciation of holy orders by Mr. W. G. Clark, Vice-Master of Trinity College, and late Public Orator at Cambridge

man of high reputation in literature, is felt to be a very serious matter by all classes of Churchmen. He has long been known to entertain some opinions in common with Bishop Colenso, and the school represented by the writers of "Essays and Reviews." He does not believe in the infallibility of the Scriptures, rejecting parts of them as of doubtful authenticity, and finding in others questionable teaching in theology and morals. At his ordination he was asked whether he unequivocally believed all the Canonical Scriptures of the Old Testament, and he answered, Yes. But he no longer believes them, and moreover he cannot stand up in the face of the congregation to say: "God spake these words," when he is convinced he did not speak them.

DESTRUCTIVE FIRE.—On Saturday forenoon last, between 11 and 12 o'clock, a fire broke out in the large brick building, occupied by Mr. Henry Bull, in West Belleville. The engines were quickly on the spot, and the hand engine immediately got to work-

ing order; but owing to the distance the steamer had to go to obtain water, it being placed on the ice in the marsh near Flint's Mill, and having to force water through 1200 ft. of hose, and a strong nor-west wind prevailing, the fire spread with great rapidity to the east portion of the building, occupied by Mr. Redner, and in two hours nothing remained of the main building but the bare walls. Mr. Bull lost most of his furniture. Mr. Redner's furniture was insured for \$300; his loss will be very heavy. Mr. Redner was insured in the North British and Mercantile for \$1,200, which will hardly cover his loss. The centre portion of the building was owned by Mr. Bull, and was vacant.—*Chronicle.*

VARIETIES.

Always be goodnatured if you can. A few drops of oil will do more to facilitate the movement of the most stubborn machinery than rivers of vinegar.

A Missouri editor asks his readers to excuse the looks of his paper, as he is in bed from the effects of a fight with a delinquent subscriber.

Some one says of a certain congregation, that they pray on their knees on Sunday, and on their neighbors the rest of the week.

"Mr. Swipes, I've just kicked your son William out of my store." "Well, Mr. Swingle, it's the first Bill you've footeled this many a day."

Commenting on the high price of eggs, a Western paper says "that hens could make piles of money now by paying strict attention to business."

An Indiana man expended \$75 for the privilege of acting as hangman at a recent execution. He owed the man a grudge, and wanted to take this last opportunity of dropping the unpleasant subject.

"Father," said a lad, "I have often read of persons being 'poor but honest'; why don't they sometimes say 'rich but honest'?" "Tut, tut, my son," replied the father, "noboby would believe them."

A gentleman presented a lace collar to the object of his adoration, and, in a jocular way, said, "Do let any one else rumple it." "No, dear," said the lady, "I will take it off."

An old lady, who pretends to know all about it, says that the only way to prevent steamboat explosions is to make the engineers 'bile their water on shore.' In her opinion, 'all the bustin' is done by cookin' the steam on board the boat.'

"How is it, my little boy," inquired a schoolmaster of one of his scholars, "that you do not understand this simple rule?" "I do not know, indeed," answered the youth, with a somewhat bewildered look; "but, sir, sometimes I think I have so many things to learn that I have not the time to understand them."

A six-year old boy was set to work upon what is called a composition, all about water. He wrote as follows: Water is good to drink. Water is good to paddle in and swim in, and to skate on when it grows hard in winter. When I was a little we baby, nurse used to wash me every morning in cold water—ugh. I have heard tell the Injuns only wash themselves once in ten years. I wish I was an Injun.

An amusing story is told of an ancient Mohawk notion that some great misfortune would happen if any one spoke on Saratoga Lake. A strong-minded Englishwoman, on one occasion, while being ferried over, insisted upon talking, and as soon as she got over in safety, rallied her boatman on his superstition. But I think he had the best of it after all, for at once replied, "The Great Spirit is merciful, and knows that a white woman cannot hold her tongue."

Our blunders in life are not due to ignorance so much as to temperament; and only the exceptionally wise among us learn to correct the excesses of temperament by the lessons of experience. To the mass of mankind these lessons are for the time only, and prophesy nothing of the future.

TO PRESERVE EGGS.—Vegetable oil, more especially linseed, simply rubbed on the egg, hinders any alteration for a sufficiently extensive period, and presents a simple and efficacious method of preservation better than any method hitherto recommended or practised.

WISHES OF LADIES.—First, a husband; second, a fortune; third, a baby; fourth, a trip to Europe; fifth, a better dress than any of her neighbours; sixth, to be well buttered with flattery; seventh, to have nothing to do in particular; eighth, to be handsome; ninth, to be thought well of; tenth, to make a sensation; eleventh, to attend weddings; twelfth, to be always considered under thirty.

THE MADOC MERCURY AND NORTH HASTINGS MINING NEWS.

No. 373.

MADOC, (HASTINGS CO., ONT.) SATURDAY, FEBRUARY 26, 1870.

PRICE TWO CENTS.

BY-LAW NO. —

A BY-LAW TO AID AND ASSIST THE KINGSTON & MADOC RAILWAY COMPANY BY GIVING \$10,000 to the Company by way of Bonus, and to authorize the levying of a Special Rate for the payment of the Debentures and Interest.

WHEREAS THE MUNICIPAL COUNCIL of the TOWNSHIP of HUNGERFORD, in the County of Hastings, Province of Ontario, are desirous of aiding the KINGSTON AND MADOC RAILWAY COMPANY by way of Bonus in accordance with the provisions of "an Act to incorporate the Kingston and Madoc Railway Company," passed in the third session of the Legislature of the Province of Ontario, and in the thirty-third year of Her Majesty's reign, to the extent of TEN THOUSAND DOLLARS, upon the terms and subject to the conditions hereinafter mentioned:

And whereas, to carry the last recited object into effect, it is necessary for the said Municipality to raise the said sum of Ten Thousand Dollars in the manner hereinafter mentioned:

And whereas the amount of the whole rateable property of the said municipality, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the Sinking Fund hereinafter mentioned, or any part thereof, according to the last revised Assessment Roll of the said municipality, being for the year One Thousand Eight Hundred and Sixty-nine, was Two Hundred and Ninety one Thousand, Three Hundred and Sixty Dollars (\$291,360):

And whereas it will require the sum of Eleven Hundred Dollars to be raised annually by special rate for paying the said debt of ten thousand dollars and interest on debentures to be issued as hereinafter provided:

And whereas the amount of the existing debt of the said municipality is the sum of Nothing for principal and the sum of Nothing for interest:

And whereas for paying the interest and creating an equal yearly sinking fund for paying the debt of ten thousand dollars as hereinafter mentioned, it will require an equal annual special rate of four mills in the dollar in addition to all other rates to be levied in each year:

And whereas by the seventy-seventh section of the "Railway Act," chap. sixty-sixth of the Consolidated Statutes of the late Province of Canada, it is provided that no municipal Corporation shall subscribe for stock or incur any debt or liability under the said Railway Act, or the special Act unless and until a By-Law to that effect has been duly made and adopted with the consent first had of a majority of the qualified Electors of the municipality by the manner determined by the By-Law, after public advertisement thereof, containing a copy of the proposed By-Law, inserted at least four times in each newspaper printed within the limits of the municipality, or if none be printed therein, then in some one or more newspapers printed in the nearest city or town thereto, and circulated therein, and also published in at least four of the most public places in the municipality:

BE IT THEREFORE ENACTED by the Municipal Council of the Township of Hungerford, in the County of Hastings, that it shall and may be lawful for the said municipality, for the purposes aforesaid, aid and assist the Kingston and Madoc Railway, by giving thereto the sum of Ten Thousand Dollars by way of Bonus:

That it shall be lawful for the purpose aforesaid, the Reeve of said municipality, and he is hereby required to issue Debentures to the extent of ten thousand Dollars, in sums of not less than Twenty dollars each, and that said Debentures shall be sealed with the seal of the said municipality, and countersigned by the Reeve and countersigned by the Treasurer of the said municipality:

That the said debentures shall be made payable twenty years from the date hereinafter mentioned

for the By-Law to take effect, at the office of the Merchants' Bank of Canada, Belleville, and shall be attached to them coupons for the payment of interest at the rate and in the manner hereinafter mentioned:

That the said debentures shall bear interest at and after the rate of Six per cent. per annum from the date thereof, which interest shall be payable yearly on the first day of March in each and every year at the office of the Merchants' Bank of Canada, Belleville:

That for the purpose of forming a Sinking Fund for the purpose of payment of said debentures and the interest thereon, at the rate aforesaid, an equal special rate of four mills in the dollar shall, in addition to all other rates, be raised, levied, and collected in each year, upon all the rateable property in the said municipality, during the said term of Twenty years from the coming into effect of this By-Law, unless such debentures shall be sooner paid:

That the debentures to be signed and issued as aforesaid shall be delivered by the Reeve of the said municipality to Trustees to be appointed in accordance with the Act incorporating the said "Kingston and Madoc Railway:"

That this By-Law shall take effect on, from and after the first day of June in the year of our Lord One Thousand Eight Hundred and Seventy:

PROVIDED ALWAYS, and it is hereby declared, and this By-Law is passed subject to the following

CONDITIONS and STIPULATIONS:

That before the said Reeve shall deliver the said debentures or any of them, the Directors of the said Railway Company shall, for and on behalf of the said Company, furnish and deliver to him an agreement under the seal of the Company, to run the said line of railway within one half mile of the Village of Tweed, and erect a Station for the accommodation of said Village of Tweed:

And it is further enacted by the Municipal Council aforesaid, that the Votes of the Electors of the said municipality will be taken on the said proposed By-Law at the following places:

At the Electoral Division, No. 1, in the Thomasburgh School House,—Forbes Sherry, Returning Officer:

Electoral Division, No. 2, in the Town-Hall,—George W. Howell, Returning Officer;

In Electoral Division, No. 3, in Downing's Hall, in the Village of Tweed,—John Bowell, Returning Officer:

In Electoral Division, No. 4, in Byrn's School House,—Daniel Byrn, Returning Officer;

In Electoral Division, No. 5, in Bogart's School House,—George Clare, Returning Officer.

TAKE NOTICE

That the above is a true copy of the proposed By-Law which will be taken into consideration by the Council of this Municipality after one month from the first publication in the MADOC MERCURY Newspaper, the date of which first publication was on Saturday, the 5th day of February, A.D. 1870, and that the votes of the Electors of the said Municipality will be taken in the various Electoral Divisions as mentioned in the above By-Law, on MONDAY, the Seventh day of MARCH, 1870, commencing at Nine o'clock in the forenoon and closing at Five o'clock in the afternoon of the same day.

GEORGE W. HOWELL.
Township Clerk.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of his Great-Acre, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with all favourable terms, both as regards price and terms of payment. Title indisputable. Apply to

CHARLES KIRK, on the Premises.

C. G. WILSON,
CHEMIST AND DRUGGIST,
DURHAM STREET, MADOC.

MR. GREAM,
NOTARY PUBLIC,
Solicitor and Attorney of the Chancery and Law Courts
of England,
Conveyancer, Coroner, &c.

JOHN DALE,
MARRIAGE LICENSE AGENT,
MADOC.

J. R. KETCHESON,
Registrar of Births, Deaths, & Marriages
and Township Clerk,
WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FORNERI & KENNEDY,
CIVIL and MINING ENGINEERS, PROVINCIAL LAND
SURVEYORS, and LAND AGENTS,
OFFICE, Next Door to the Huffman House, MADOC.
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Money to Lend.

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E. FRANKLIN,
Licensed Auctioneer, for Hastings Co.,
MADOC.

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Sales in any part of the County attended on
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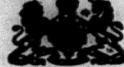
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THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, FEBRUARY 26, 1870.

The Political Situation.

The Government at Ottawa has not had to wait long for the open manifestations of hostility and disaffection on the part of some of its former supporters, of which there were hints and rumours and indications before the session commenced. At the very earliest opportunity, in the course of the debate on the Address in reply to the Governor-General's Speech, Sir Alexander T. Galt condemned the general policy of the Government, and pronounced that on the great question of Confederation the administration of Sir John A. Macdonald was a failure as to the great interests committed to his hands; and Sir Alexander therefore declared his readiness to assist the Opposition with his vote in breaking down and removing the present Government. Mr Cartwright also took exception to the appointment of Sir Francis Hincks as Finance Minister, and announced that although he should not give a factious opposition to the Government, and would continue to support Confederation warmly, he should take a different position in the future from that which he had occupied in the past. Mr Bowell's position is explained in the following abstract of his remarks, which we take from the columns of his own paper:—

"Mr Bowell said the introduction of the Finance Minister would prove the destruction of the Conservative party, and there was not a man in Quebec or Ontario who had not opposed the appointment when it was proposed. The course followed by the Premier in bringing in such men would result in his having a smaller following than he had at the time of the coalition. He could easily understand the position of the member for Sherbrooke, who had to bear the burden of sins committed by the present Finance Minister when he had formerly been in office, and there was not a man who took the stump in defence of the Government of which the member for Sherbrooke formed a part who did not take that ground in his defence. It was strange that when the Finance Minister took office, if he was a Reformer, that he could not get a Reformer to resign in his favour, but had to get a Conservative to do so in a Conservative county. Mr Galt's action in resigning on the Clergy Reserve question was quite intelligible to them who knew that it had been kept as a stalking horse for 25 years, and would never have been sealed for the Minister of Justice and his friends. He demanded that the charges against Messrs Howe and Langevin should be investigated, and if found guilty of a tithe of what they were accused they should be dismissed by their colleagues; if they supported them they should all be driven out."

These "defections" have caused no little flutter in Ministerial circles: the sensation excited by the plain-speaking of the malcontents being evidently much more novel than agreeable, as is shown by the

uneasy but earnest attempts which are made to be little the force and probable effects of their remarks. Not a word had previously been uttered in Ministerial organs to lead to the suspicion that Galt, Cartwright and Bowell were not public-spirited patriots whose countenance and support reflected credit on the Government: but no sooner do they show symptoms of kicking over the traces by having opinions of their own, than their motives are impugned, and themselves are pronounced rather small sort of men after all! Galt is alleged to be actuated by jealousy and disappointment, because Sir Francis Hincks is Finance Minister instead of himself; and his opposition to the Government, it is asserted, will strengthen rather than weaken them—because of his leaning towards Independence. Twaddle, seeing that he was offered the post, although his views on that subject were well known; besides having proved no bar to his receiving the honour of Knighthood. Cartwright, in the same spirit, is declared to be another disappointed man, who thinks he should also have been offered a place in the Cabinet. The Member for North Hastings is set down as of very small account, indeed, any way, by the *Leader*, in the following bitter style:—

"As for Mr MacKenzie Bowell, he has been nothing but a persistent growler ever since he got into Parliament, and his temper, ordinarily not over-amiable, has not been at all improved because so prominent a liberal as Sir Francis Hincks has been induced to join the government. So much liberalism in the cabinet is disagreeable to his intensely Conservative olfactory. Having obtained his seat as an avowed follower of Sir JOHN MACDONALD, he shows his gratitude for his election on this ticket by a perpetual snarling at his leader. A day may come when Mr. MACKENZIE BOWELL will find that his 'proved independence' is not after all so beautiful a thing as he supposes."

"Citadel," the Ottawa correspondent of the *Leader*, on the subject of "Ministerial defections," after alluding to Mr Cartwright's as the only one he regrets, thus alludes to the Member for North Hastings as one of the "lesser luminaries" who declared that the Government would no longer enjoy the light of their countenance:—

"To Mr MacKenzie Bowell's defection, or partial defection, I do not attach the same weight as in Mr. Cartwright's case. Mr Bowell has been inconstant in his attachments, and the only surprise I feel is that he should have given his support to the ministry for even so long a period as two years and a half. He has a considerable share of vanity, without, as far as ever I could discover, any superior qualifications to justify it; and vanity leads to resentment when the counsel it proffers fails to be acted upon. He has often been in hot water before, and had never earned, or apparently cared to earn, a character for fidelity. He carried discord and contention into the Orange order years ago; and everybody knows the trouble he caused lately in the militia by setting himself at defiance to his superior officer, the Adjutant-General, and making use of his accidental position as a member of Parliament to override the official head of the department. Mr Bowell did not declare himself so emphatically as either Sir Alexander Galt or Mr Cartwright, and may deem it desirable to think a second time before ranging himself with the uncompromising opponents of the government. If he wished to prolong his political career beyond the next election, there can be little doubt as to the effect of that 'sober second thought'."

The member for North Hastings is quite capable of defending himself, and has his own paper in which to do so; consequently we are not going to undertake the task, for which, sooth to say, we do not believe he would thank us. But with respect to the allegation that he secured his election as an avowed follower of Sir John A. Macdonald, the *Leader* is just as much mistaken, as we think the *Intelligencer* is in asserting that Mr Bowell "on the stump, at the hustings, and in every other way, distinctly denied and repudiated the charge of his opponents, whom the Leader favoured, of being a follower of Sir John A. Macdonald." Our hearing might have been defective, and possibly our memory may be, but certainly we do not recollect any allusion to the point whatever; and are sure it was pretty generally believed that Mr Bowell, if elected, would be a zealous supporter of Sir John A. Macdonald. The election, however, was run and won upon a purely local basis; and of the defunct Belleville railway; and on every other point Mr Bowell was so thoroughly non-com-

mittal and unpledged, that he never issued any address at all to the electors. At the same time it is but just to say that it was well understood the Member for North Hastings' course would be an independent one; and that the independent voter he has given have been generally approved of by his constituents. We doubt, however, that his objections to Sir Francis Hincks are so fully endorsed; there being nothing more inconsistent in Sir John A. Macdonald's alliance with a man of his abilities than there was in Mr Bowell's accepting the assistance of the Hon. B. Flint to gain a seat in Parliament, notwithstanding their previous fierce political antagonism.

That the Government does not feel over-secure as to its strength, with the various troubles on hand, may be inferred from the hint to the Member for North Hastings as to the course which prudent "sober second thought" would dictate. We do not think, however, there is much chance of a speedy change of government, if that should involve a dissolution and a fresh appeal to their constituents by Members of Parliament.

Mr Howe's conduct in the North-West may not have been, to the extent alleged, the cause of the existing troubles there; but the fact brought to light in the discussion, so far, in Parliament on North-West matters—that while returning from the Territory, he met Mr Macdougall on the point of entering it, and allowed him to proceed without one word of warning as to the character of the resistance he would have to encounter, is something even meaner and more contemptible than this member of the Dominion Cabinet had been previously accused of.

Mr McDougall seems to have been, in point of fact, dismissed from the Cabinet by his former colleagues, just about as soon as it was certain that he could not make good his Lieutenant-Governorship.

"A recent rumour of the collapse of the Red-River trouble seems to have been without foundation. In Parliament, Mr Macdougall read the following letter, just received by him from Mr Provencher, and dated Pembina, Feb. 3rd:—

"Sir—According to the last information received here the position is very critical at Fort Garry. Rail more powerful than ever, and his orders are the only law enforced. Nobody is allowed to go out of the Fort without his permission, and when he is absent or engaged there they must wait. The Council are now discussing with Mr. Smith the new Bill of Rights, composed of twenty articles. Mr. Smith is kept a prisoner. So is DeSalaberry, but for what reason I do not know, perhaps as a hostage. I believe that the discussion will last, perhaps, two or three weeks more. The soldiers are more numerous than ever, mostly living on pemican, tea, sugar and rum, taken from the stores of Schultz and the Company. No more talk about the pledge. It will be interesting for you to know that the gate at Fort Garry is guarded by an American citizen, and that two other American citizens were sent after Schultz to arrest him, but without success. So much for the Neutrality Laws."

The latest news is that Riel has imprisoned Gov. McTavish and Dr. Cowan of the Hudson Bay Co.

The *Telegraph* says it has been decided to send a small military force to the Territory by way of Lake Superior, in May.

The Railway.

To the Editor of the Madoc Mercury.

SIR—I am aware that some of your readers are saying that your paper is filled with Railway matter almost to the exclusion of anything else. Now while this is true to a certain extent, I would like to ask such parties what more important matter could be put in, so far as this section of country is concerned? To the Press of Canada is due the credit of having done more to impress the public mind with the great importance of Railway enterprise, than to any other means. And so far as the Kingston and Madoc Railway is concerned, your paper—though small in dimensions—stands second to none. I trust you will continue the agitation until a Railway to Madoc is an accomplished fact; for to this section it is of vital importance. The time for voting the Bonus is close at hand, and if the people of Madoc fail to do their duty, they may as well shut up shop and—emigrate. Your paper has led the way—our public men have followed suit, and now it remains for us to ratify the scheme by our votes. Let there be no supineness,—a unanimous vote in

this Township will give power and force to those who have the scheme in charge. "What is everybody's business is nobody's business" is an old but true saying; and the danger is not that the Bonus will not be carried, but that there will not be—as there should be—a sufficiently general vote. The voter, in favour of the railroad, who stays at home on the 7th of March, instead of coming to the poll and recording his vote for it, is not only not doing his duty—but in a certain sense is throwing cold water on the enterprise. There is a moral force in every man's vote, and he who is remiss in this duty stands chargeable with having neglected the best interests of the community. It may be said by many in reply, "Oh, we are willing to pay our share of the taxes, and not grumble either." But I would ask, Is that all that has to be done? Most certainly not. Not only has the Bonus to be granted, but conflicting interests have to be reconciled—doubtful Townships stigmatized, and a lesson given to the rather slow old city of Kingston. An overwhelming vote in this Township will do much towards accomplishing this.

I trust every voter will be at the polls to vote for the Bonus,—vote early, and vote—as often as he has a right to.

A TAXPAYER.

Madoc, Feb. 23, 1870.

The Kingston News of Wednesday says—

"The city corporation by-law is at length published. While the freehold electors are being thus legally notified, the Directors, we understand, will at once take steps to have an inspection by practical men of the wooden railway at Lanoraie, in Lower Canada, and will open stock-books and collect local subscriptions with all the energy that they can employ.

Tea-Meeting and Concert.

The annual Tea-Meetings in connection with the Church of England in the village of Madoc, have always been remarkably well attended—indeed, so much so, that it has been very difficult to find, in the absence of a public hall, any room sufficiently large to accommodate the audience usually attracted on such occasions. This year formed no exception to the general rule, every seat in the large room of the Huffman House being occupied, and numbers being obliged to stand: and this notwithstanding the blustering character of the weather, and the badly drifted state of the roads, which actually prevented some from a distance reaching their destination in season. But for these unfavourable circumstances the audience would probably have been doubled in number, to the discomfort of all.—The Concert which takes the place of the addresses which form the chief feature of other Tea-meetings of course to a certain extent explains the popularity of these annual gatherings: but in addition to this, it was very generally expected that the Rev. K. L. Jones, Rector of Lynn, near Brockville, and formerly Incumbent of the Church of St. John the Baptist, Madoc, would be present, and there was a great desire among his old parishioners to see and greet him again.—The Concert was of a very varied and miscellaneous character, the amateurs who kindly volunteered their services being the Misses Breeze, of Bridgewater; Mrs. Burr and Miss Pomeroy, of Tweed; Miss Deans, of Trenton; Mr. and Mrs. Hungerford, Mrs. Bull, and Messrs. N. Hudgins and M. Maybee, and the Madoc String Band. The Rev. Mr. Roberts, of Thomasburg, and Miss Mockridge, accompanied the vocalists on the melodeon.—The Concert was divided into two parts—the interval between being filled up by a brief address from the Rev. K. L. Jones. At the conclusion of the musical performances, the Rev. C. H. Mockridge made a few remarks; after which he called upon Thos. Agar, Esq., and Mr. Smallfield who, in response, addressed the audience for a few minutes.—A verse of the National Anthem, followed by the Doxology was then sung, and the audience were dismissed with the usual benediction.—The children's Tea-meeting, at the same place on the following day was also very largely attended: the net receipts from the two meetings amounting to very nearly \$100.

YORK RIVER, Feb. 12, 1870.

Sir.—I had the pleasure of attending a Soiree, held in Mr Jarman's School-house, L'Amable, Dumfries, for the very laudable object of paying off a balance due their late much esteemed schoolmaster Mr J. C. Jarman, who is about leaving this section for the West. Refreshments were served at seven o'clock. John R. Tait, Esq., Crown Land Agent, very ably filled the chair, and opened the intellectual proceedings of the evening with a neat and very appropriate address. Mr Tait and Mrs George Payne added very much to the success of the affair,

by giving several well rendered pieces of vocal music. The Rev. Mr Sutton of Doyle's Corners, gave an eloquent and interesting discourse on the subject of education, which was listened to with much attention by the audience, and gained a great deal of applause. Mr Harding and Mr Wilson followed. The former spoke soundly for a length of time, and the latter gentleman made some very pleasing remarks, which were rapturously applauded. Great praise was due the ladies, for their success in getting up the good things, which were in abundance—and to the young ladies and gentlemen who attended to the distribution of them. After a vote of thanks to all connected being proposed and seconded by some gentlemen present, the party broke up, evidently much pleased with the whole proceedings.

After the Soiree, several ladies and gentlemen adjourned to the residence of H. F. Jarman, Esq., and partook of that gentleman's hospitality in the shape of an oyster supper.

ONE PRESENT.

PRESBYTERY No. 157, MADOC.—At the annual meeting of this Presbytery, the following Brethren were elected office-bearers for the ensuing year: Bro. And. Wright, W. M.; L. S. Guffin, D. M.; Wm. Moore, Chap.; G. D. Rave, Regis.; Joseph Bateman, Treas.; W. Stokes, and J. B. Fox, S. B's.; Jno. Robertson, sen., and Thos. Wiggins, C's.; J. Grove, and Wellington Bristol, L's.; Alexander Moore, Pursuiv. Committee—Jas. Findlay, J. Gerow, Jno. Jeff, J. French, James. Moore, Wm. Wood.

"ONE MORE UNFORTUNATE."—In a drunken affair at Castleton on Monday, a woman named Margaret McGinnis, formerly well known in our Police Court as a vagrant, was brutally murdered by a man by the name of John Ellis. He knocked her down, jumped on her and stamped her to death; both were from Trenton. An inquest was held by Dr. Gould, coroner. Ellis was committed for trial.—*Intelligencer.*

ADVERTISEMENTS.

Kingston and Madoc Railway.

AT the Request of a large number of the Voters of this Township, I hereby call a

PUBLIC MEETING

Of the People of MADOC and Vicinity, on TUESDAY, the First day of MARCH, 1870, at the TOWN-Hall in the Village of Madoc, at ONE o'Clock, P.M., for the purpose of discussing questions in connection with the Kingston and Madoc Railway.

A. F. WOOD, Reeve.

Madoc, Feb. 23rd, 1870.

Gold Lands for Sale.

THE Subscriber offers his MINERAL FARM for Sale, very cheap.—175 Acres, lying about Four Miles from the Village of Madoc, in the County of Hastings; only about 28 miles North of Ontario Lake at the town of Belleville, on the Grand Trunk Railroad.

There are about 40 to 60 acres of ploughable land, and about the same of Timber, consisting of beech, maple, ash, elm, hemlock and basswood; also, oak, pine, cedar and balsam.

There is also a comfortable House, and a Sawmill, which has been newly covered and converted into a barn, hayloft, stables, &c. This stands on a never failing stream, affording a good water-power of 11 feet fall, and the dam needs but little repairs to make it fit to run a saw, or one or two run of stones.

There are about Twenty Gold Mines in quartz now opened on the place. Gold has been found in four of them. There is also an Iron Ore bed, and a Stone Quarry of beautiful smooth square face stone of very superior quality for building. It is reported by geologists to be a good Lithograph stone.

There is a large stream running across the farm called the Moira river.

This farm is offered at a very low price for cash.

A sample of Gold and of the Lithograph Stone can be seen by calling on the Subscriber.

C. MORSE, Madoc.

Also, FOR SALE.

A horse, cow, buggy, harness, sleigh, old cook stove, parlor cook stove, clock, map of United States and Canada, chairs, table, crockery, stands, rain barrel and soap barrel, spade and fork, hoe and pick, two axes, buck saw, one set of bench planes, one or two saws, lumber, blasting powder and tamponing iron, drills and hammer, one retort and crucibles, vinegar and keg, paintings.

GEO. W. HOWELL, M.D.

PHYSICIAN and SURGEON.

GRADUATE of Queen's College, Kingston.

LICENSEE of the Royal College of Physicians and Surgeons, Kingston.

RESIDENCE.....TWEED.

Lands for Sale.

LOT 82, 7th Con., HUNTERFORD.

LOT 26, 2nd " "

LOT 15, 11th " "

West Half of 7, 14th, HUNTINGDON.

LOT 2nd, MADOC.

East Half 11, 2nd, "

28, 8th, BELMONT.

20, 8th, "

Any person found trespassing will be prosecuted.

Apply, postpaid, to

MACLELLAN & MACLELLAN,

Solicitors for Owners.

Belleville, 29th January, 1870.

DESCRIPTION OF THE VARIOUS SYSTEMS
of

WOODEN RAILWAYS,

In Connection with the Report of the Special Committee named by the Toronto Legislature, to investigate and inquire into their Usefulness and Cost for Colonization Purposes. With Woodcuts.

By JOHN FOSTER, C.E.

To be had of C. G. WILSON, Chemist & Druggist, Durham Street, Madoc.

Price, Twenty Cents.

SAW-MILL FOR SALE.

THE Subscriber wishing to retire from the Mill Business, offers for sale his MILL, with 50 ACRES of IMPROVED LAND, with GOOD FRAME BUILDINGS; or

150 ACRES of LAND, to suit Purchasers.

The whole will be sold, *en bloc*, or in three separate parts.

Situate in the Township of ELZEVIR, Lot No. 10, First Concession.

For further particulars, apply to the proprietor, or the premises, or at the Mercury Office, Madoc.

S. J. SAGER

Jan. 25, 1870.

Improved Farm
FOR SALE.

THE Subscriber offers for Sale Lot No. 5 in the TENTH CONCESSION, MADOC,

County Hastings.

The farm contains about 240 acres, of which 70 acres are cleared and free from stumps. It is

WELL WATERED!

and has sufficient cedar upon it to fence the whole farm well. It has the name of being one of the best for farming purposes in the neighbourhood, although at present out of repair.

It is distant from Madoc Village on the east 3 miles, on the west from Bridgewater Village 4 miles. In

tenning purchasers of

IMPROVED FARMS!

would do well to see this place before purchasing elsewhere.

If required, the farm would be divided into North and South halves, and sold in that manner.

TERMS OF PAYMENT MADE EASY!

For further information inquire of A. B. ROSS & Bro., Madoc Village.

W.M. DARLING.

Montreal, Dec. 16, 1869.

ASSAYING!

W. H. PALMER having fitted up the Laboratory of the "Bay State" Mill, is now prepared to Test ORES at the following rates:

Test by Aqua Regia \$1 00

Microscopic Examination 1 00

Assaying 10 lbs. by a Mill Process 3 00

Madoc, Jan. 4th, 1870.

This vicinity, we are informed, is now being canvassed on behalf of a projected new daily and weekly newspaper, to be published at Belleville.

MISCELLANEOUS NEWS.

The Paris reporters are to have a uniform dress, and a silver badge, with the name of their paper fastened to the cap.

A lark perched upon a tree in the rear of the Enterprise office, Aylmer, and warbled for half an hour or so on Tuesday, the 15th instant.

Aylmer, Ont., has five churches, five hotels, has three now, but in a few days will have five billiard tables, and five doctors. It is a law-abiding village, however, as one lawyer does all the legal work.

Major Wallace is about to lecture in Whitby on the Red River country. He has Indian war implements, ornaments, &c., in his possession, and samples of grain and of the different kinds of food used.

On the 17th instant, the Montreal Telegraph Company sent the unprecedented number of 70,000 words from Ottawa to Toronto and Montreal, independent of ordinary midnight American and Cable despatches.

In France there are 1,500,000 workers in silk, metal and wood who insist on protective laws; and there are 19,000,000 of agriculturists, among whom are a large proportion of wine-growers, who desire free trade only.

The French Government, a telegraphic despatch states, has proof of a plot to assassinate the Emperor and Prince Imperial, and seized a plan, found on one of the prisoners, to throw bombs through the Emperor's windows at the Tuilleries.

The London *Spectator*, in an editorial on the 19th instant, thinks that England might let Canada be independent, but the country is as reluctant to surrender her Empire as the United States was to surrender the Southern Confederacy.

The Oshawa *Vindictive* says a short time ago Dr McGill and Mr Gien purchased a hundred acres of the Gamble property for \$800 per acre. Yesterday they sold ten acres of the standing timber, not the land, to Mr Coplin for \$80 per acre. Who will talk of the profits of a coal mine after this?

According to official statistics, the Chinese have abstracted and carried off from the soil of California sixty-eight millions of gold and silver in the last fifteen years. They do not leave much in the country; not even the bones of their dead, which are carefully gathered and sent back to China.

It is reported that the Russian Government has succeeded in securing the services of the most experienced inventor of ammunition in the world—Col. Boxer of the English arsenal—by a salary of £5,000 a year. The British Navy Department is much blamed for allowing a foreign Government to remove from England so valuable a man.

The Prince Imperial of France is going into camp at Châlons this year in order to accustom himself to a soldier's life. There is also talk of a journey in spring to Germany, where he will inspect, in company with General Froissard, his tutor, and several officers of his staff, the principal fortified places. He has been invited to Vienna by the Archduke Randolph, heir to the Austrian throne, who has promised to return his visit at the Tuilleries.

The Kingston *Whig* says the flat has gone forth, and Fort Henry is to be dismantled, and thus the military glory of Kingston will entirely pass away with the disbanding of the Royal Canadian Rifles, and the departure of the batteries of Artillery. It has at least been hoped that some of the military, however few, would have been ordered to remain here, to assume charge of the most important post in the Province. As it is, there is not a prospect of an officer's guard for the garrison.

Just before leaving Boston, Prince Arthur sent to Miss Minnie Sherman, daughter of General Sherman, a chaste and costly gold medallion, having his likeness on one side and that of Queen Victoria on the other. Accompanying the gift was a delicately worded note, in which the Prince begged that Miss Sherman would accept of the medallion as a token of his appreciation of the generous hospitalities he had experienced at the house of her father, and as a slight tribute to the beauty of American women, of which she was so striking an exponent.

The Brockville *Monitor* says: Our local contemporary, Mr Wylie, of the *Recorder*, left for England on the 17th inst., on a four months' trip. It is rumoured that he got some post under Mr White, the Government Emigration Envoy for Ontario, but of what nature has not been clearly defined. However, this rumour accounts somewhat for the *Recorder's* recent generous defence of Mr White from the attacks of the *Globe*, for his still more recent presence at the Cornwall dinner to Mr Macdonald, and for the way generally in which he now cottons to the Ontario Administration.

A New York editor has been shown a wonderful invention, termed an "anti-rober stick," in the handle of which is located a small galvanic battery. A slight pressure causes the instant throwing out of a strong steel needle at the other end, and penetrating the highwayman who comes in contact with it. The galvanism of the machine at once paralyzes him, and it becomes an easy matter to capture or get away from him. The editor aforesaid saw the inventor experiment on a dog. He touched the animal with a needle, and instantly the dog became as stiff as a poker, being unable even to wag his tail.

There is still much dissatisfaction in Great Britain with the telegraphic system under its new management by the Government. The merchants of Glasgow held an indignation meeting, and denounced the present mismanagement. The Postmaster-General alluded to the subject in Parliament, and regretted that his hopes of improvement had not yet been realized. He explained that recent storms and defective insulation had interfered with the working of the wires, while, at the same time, the lines were overloaded with despatches by rival news companies. The Government was unable to forward all the reports offered, and some compromise was indispensable.

Sir Roderick L. Murchison, who, as President of the Geological Society, has, on former occasions, been successful in demonstrating the falsity of rumours of Dr Livingstone's death, has written a letter to the *Times*, in which he argues pretty conclusively against the probability of Livingstone having been at the time reported, at or near the place where his death was said to have taken place. Captain Cochrane appears to have sent home the news "on the information of a Portuguese trader;" but without mentioning to what point on the coast the story had been brought. It is, of course, possible that some other unfortunate traveller may have been the victim of native superstition, and suffered the terrible death said to have overtaken Livingstone.

The ball of the citizens of Ottawa to Prince Arthur took place at the skating rink on the night of the 18th instant, and was a most successful affair. The room was decorated in a most tasteful manner. Fully five hundred people attended. Prince Arthur opened the ball with Mrs James Skead, and about twelve o'clock handed the wife of the Mayor to support. Sir John and Lady Young were present, and left shortly after twelve. The Prince took part in every dance, and, as usual, served to add to the enjoyment of every one by his easy and agreeable manner. The ball was conducted on a scale of liberality that reflected the utmost credit on the people of the city. Invitations were extended to members of both Houses, a large number of whom were present.

A woman named Larry appeared before His Honor the Judge of the Sessions at Quebec last week, with her son, Edward, a good-looking and seemingly intelligent lad of twelve years of age, to obtain his commitment to the Reformatory School, at Isle au Noix. After the necessary documents had been prepared, the Judge asked the lad if he was willing to go away, to which he answered without any hesitation, "Yes, your Honor. I don't wish to be a beggar, and would like to go where I could learn a trade and get some education." The Judge then put his signature to the commitment, and the boy was removed to gaol to await the action of the Sheriff. The parting between the mother and son was of a feeling character.—*Quebec Chronicle*.

SAN FRANCISCO, Feb. 17.—An earthquake to-day caused hotels and public buildings to be vacated instantaneously. The streets were filled with people before the shocks ceased. Fortunately, it occurred about recess time, and the teachers managed to keep the children under control. The Custom House was uninjured, but it was soon emptied of its occupants. Cracks made in buildings by the shock of October were widened a little, but no material damage was sustained. The shock was quite heavy at Petaluma. Brick buildings shook as though they would tumble down.

THE LAKE FROZEN OVER.—Lake Ontario, strange to say, was frozen over on Friday night from Canada to the American shore, and as far east and west as the eye could reach. This is the first time that this great lake has been ice-bound within the memory of the oldest inhabitant, and he is a pretty old chap; that is, as far as we have been able to ascertain; but perhaps some thoughtful member of the York pioneers could enlighten the general public on the subject. The thermometer stood only at zero on Friday night; but there was scarcely a breath of wind, and consequently the waters of the lake were

calm and easily caught in the firm embrace of old Jack Frost. *Leader*.

In Saturday's issue of the official *Gazette* our Ottawa correspondent informs us—*Notice signed by the Minister of Marine and Fisheries* is published, announcing that seven lakes in the County of Ottawa, Quebec, have been set apart for the natural propagation of fish. The proclamation provides that it shall be illegal to take fish from any of these lakes between the first day of October and the first day of May. This is a very proper regulation, and it is to be hoped that, before long, lakes and streams in other parts of the Dominion will be included in the list.—*Telegraph*.

VARIETIES.

Fashionable young ladies, like letters, require stamps, or the males reject them.

An editor out West says, if "time is money," he is willing to exchange a little of his for cash.

Why are country girls' cheeks like a good print dress? Because they are warranted to wash and retain their color.

The man who tried to sweeten his tea with one of his wife's smiles has fallen back on sugar. Nothing like first principles, after all.

Not bad for a little girl of ten, whose knowledge of geography is somewhat imperfect: On hearing her father speak of going to the polls to vote, she very innocently inquired if the people at the South voted at the equator.

A young lady in New Hampshire has just secured a position as school-teacher upon the following certificate:—"This is to certify that Tamar Noyes stands on a medium with other girls of her age and sex, and, for what I know, is as good as folks in general."

Man is designed for an active being, and his spirit, ever restless, if not employed upon worthy and dignified objects, will often rather engage in mean and low pursuits, than suffer the tedious and listless feelings connected with indolence; and knowledge is no less necessary in strengthening the mind, than in preserving the purity of the affections and the heart.

A clock is like a man—it has two hands, a face, an inside and an outside. Sometimes the hands point to the truth—but it is not ashamed to show the face when it don't. It is a useful bit of machinery—so is man. It often gets out of order—so does man. It is often wound up—so is man. It strikes—so does man. It is not to be relied on—nor more is man.

At an infant Sunday school, the teacher gave the Bible story of the "Prodigal Son." When he came to the place where the poor ragged son reached his former home, and his father saw him "a great way off," he inquired what his father probably did. One of the smallest boys, with his fist clenched, said "I dunno, but I dessay he set the dog on him."

An example of a scrupulously honest testimonial may be given. The writer says: "I have known Mr. —— for several years. I consider him eminently qualified for every post he seeks. His habits are convivial, if not regular. He possesses a fine voice. His taste in liquors is remarkable. He plays *whist* with singular steadiness. He knows as much about everything as most men. He is frequently sober, and occasionally industrious."

A young lady recently asked, and obtained a clerkship in a dry goods store in Concord, N. H., and availed herself quite freely of the privilege of buying at cost price any goods she wanted for her own use. At the end of two months she resigned, and very soon after she was married, as was also her sister. It has since transpired that she accepted the position merely that she might buy cheaply the liberal supply of dry goods so mysteriously necessary on such occasions.

UNBLEACHABLE.—"What do you know of the character of this man?" was asked of a witness in a police court the other day. "What do I know of his character? I know it to be unbleachable, your honour," replied he, with emphasis.

HIGH MORAL GROUND.—In one of our law courts a witness was testifying regarding his connection with a case where offers had been made him to assault a man, but he declined the job. With great solemnity the counsel asked, as if anticipating a high moral reason for his refusal, why the witness did not commit the assault. "Well, sir," was the candid reply. "I am a little lame, and I was afraid the police would catch me."